CULTURAL HERITAGE RESOURCE ASSESSMENT:
BUILT HERITAGE RESOURCES AND CULTURAL HERITAGE LANDSCAPES

APPLEBY MOBILITY HUB STUDY AREA

GEOGRAPHIC TOWNSHIP OF NELSON, HALTON COUNTY
CITY OF BURLINGTON, ONTARIO

Prepared for:

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Executive Summary

ASI was retained by BrookMcIlroy/, on behalf of the City of Burlington, to complete Cultural Heritage Resource Assessments (CHRA) as part of Area Specific Plans for three of four proposed Burlington Mobility Hubs (Aldershot, Appleby, and Downtown). This report addresses the CHRA for the Appleby Mobility Hub. The Appleby Mobility Hub Study Area has been identified as a potential area for future redevelopment and intensification while creating transit-oriented, pedestrian friendly sustainable neighbourhoods. The study area consists of various properties and roadways within an area generally defined by the Queen Elizabeth Way (QEW) to the northwest, the Centennial Bikeway to the southeast, with irregular boundaries northeast and southwest of Appleby Line. In general, the Appleby study is being undertaken to provide policy and land use direction, and to help understand opportunities and constraints to developing this area.

The results of the background research and historical mapping review revealed that the Euro-Canadian land use of the study area had its origins in late eighteenth century survey and settlement. Historical mapping does show that there was not significant expansion within the hamlet of Appleby in the first half of the twentieth century. The review of historical mapping and the results of fieldwork indicate that the main settlement area of Appleby was severely impacted by the construction of the QEW and urban growth in the area, and that the study area has evolved from a nineteenth-century farming community into a commercial and industrial landscape incorporated into the City of Burlington. Appleby Line, a historically surveyed road, is now a busy multi-lane thoroughfare.

At present, the City of Burlington's Municipal Heritage Register lists three cultural heritage resources within or adjacent to the Appleby Mobility Hub Study Area. While several historical structures and features are depicted on late-nineteenth and early-twentieth century mapping for the study area, a review of later mapping suggested that many of these may have been removed due to development in the second half of the twentieth century. No additional cultural heritage resources were identified through fieldwork.

Based on the results of the assessment, the following recommendations have been developed:

1. A total of two properties listed on the City of Burlington's Municipal Heritage Register and one property designated under Part IV of the *Ontario Heritage Act* were identified within the overall Appleby Mobility Hub Study Area. The Appleby Mobility Hub redevelopment and intensification plan should incorporate policies that ensure the long-term viability and presence of cultural heritage resources in the area (see Section 5.1).

2. Listed heritage properties may meet criteria for designation under Part IV of the *Ontario Heritage Act* and are candidates for conservation and integration into future land uses within in the Appleby Mobility Hub redevelopment and intensification plan.

3. Any proposed development on or adjacent to a heritage designated or heritage listed property shall require a Heritage Impact Assessment (HIA) to ensure that significant cultural heritage resources in the study area are conserved. Any assessment must include consideration of its historical and natural context within the City of Burlington, and should include a comprehensive evaluation of the design, historical, and contextual values of the property.

4. The following potential mitigation approaches may be suitable for consideration and application for minimizing impacts from proposed developments on or adjacent to identified cultural heritage resources within the Appleby Mobility Hub study area:

   a. Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;

   b. Adaptive re-use of a built heritage structure or cultural heritage resources;

   c. Commemoration of the cultural heritage of a property/structure/area, through historical commemoration means such as plaques or cultural heritage interpretive signs; and,

   d. Urban design policies and guidelines for building on, adjacent, and nearby to heritage designated and heritage listed properties, and properties with potential cultural heritage resources to ensure compatibility by integrating and harmonizing mass, setback, setting, and materials.

PROJECT PERSONNEL

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1.0   INTRODUCTION

ASI was retained by BrookMcIlroy/, on behalf of the City of Burlington, to complete Cultural Heritage Resource Assessments (CHRA) as part of Area Specific Plans for three of four proposed Burlington Mobility Hubs (Aldershot, Appleby, and Downtown). This report addresses the CHRA for the Appleby Mobility Hub. The Appleby Mobility Hub Study Area has been identified as a potential area for future redevelopment and intensification while creating transit-oriented, pedestrian friendly sustainable neighbourhoods. The study area consists of various properties and roadways within an area generally defined by the Queen Elizabeth Way (QEW)/Highway 403 to the northwest, the Centennial Bikeway to the southeast, with irregular boundaries northeast and southwest of Appleby Line (Figure 1). In general, the Appleby Mobility Hub study is being undertaken to provide policy and land use direction, and to help understand opportunities and constraints to developing this area.

The purpose of this CHRA is to provide a planning framework for the area that can be used by the City of Burlington in consideration of future development applications and planning studies. This report summarizes the results of a desktop and field review for the Appleby Mobility Hub Study Area, consisting of the collection of background information, including a review of known built heritage resources and cultural heritage landscapes. In addition to built heritage resources and cultural heritage landscapes, a property's cultural heritage value and attributes can also be associated with archaeological resources. This report examines only the potential cultural heritage value associated with above-ground resources. ASI was also contracted to conduct the archaeological resource assessment and it will be presented in a separate report. The research for this report was conducted under the senior project management of Annie Veilleux, Manager of the Cultural Heritage Division, ASI.

Figure 1: Location of the study area
Base Map: ©OpenStreetMap contributors, and the GIS User Community

2.0   BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1   Legislation and Policy Context

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

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

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

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

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

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

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

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

> The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view.

Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

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

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

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

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

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

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

Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the

ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following (14):
> Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

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

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

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

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

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Our heritage background review is part of a broader environmental study which is intended to identify areas of environmental interest as specified in the *Provincial Policy Statement*. The *Planning Act* (1990) and related *Provincial Policy Statement* (*PPS*), which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

> 2.(d)   the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

Part 4.7 of the *PPS* states that:

> The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

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

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

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

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

A *built heritage resource* is defined as: "a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community" (PPS 2014).

A *cultural heritage landscape* is defined as "a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association" (PPS 2014). Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (*PPS* 2014).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (*PPS* 2014).

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

2.2   Greater Golden Horseshoe Heritage Policies

The Provincial *Growth Plan for the Greater Golden Horseshoe* (GGH), 2016, recognizes the importance of cultural heritage resources. Urban sprawl can degrade the region's cultural heritage resources. The GGH contains important cultural heritage resources that contribute to a sense of identity, support a vibrant tourism industry, and attract investment based on cultural amenities. Accommodating growth can put pressure on these resources through site alteration and development. In general, the Growth Plan strives to conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities. Section 4.2.7 of the Growth Plan states that:

> 1. *Cultural heritage resources* will be conserved in accordance with the policies in the PPS, to foster a sense of place and benefit communities, particularly in *strategic growth areas*.
> 2. Municipalities will work with stakeholders, as well as First Nations and Métis communities, to develop and implement official plan policies and strategies for the identification, wise use and management of *cultural heritage resources*.
> 3. Municipalities are encouraged to prepare and consider archaeological management plans and municipal cultural plans in their decision-making.

2.3   City of Burlington Municipal Heritage Policies

Within the City of Burlington's planning framework, the Downtown Mobility Hub study will offer a comprehensive document for addressing planning concerns to create transit-oriented, pedestrian friendly and sustainable neighbourhoods. The creation of the Area Specific Plans (ASP) for each Burlington Mobility Hub was identified as a key priority for City Council through the development of Burlington's 2015-2040 Strategic Plan.

The City of Burlington's *Official Plan* recognizes the importance of cultural heritage resources. The purpose of the current cultural heritage resource study is to ensure that potential and existing properties of cultural heritage value or interest, including cultural heritage landscapes, are appropriately identified, understood, and conserved as part of a more robust planning framework for the area. Further, it is intended to improve the quality and scope of information documented in the City's Heritage Register for the area, outline recommendations for further study, evaluation and conservation, and support the ongoing refinement of the City's policy direction as part of the Provincial *Growth Plan for the Greater Golden Horseshoe*.

The City of Burlington Official Plan (2015:58-64), Section 8: Cultural Heritage Resources defines cultural heritage resources and cultural landscapes as follows:

> *Cultural heritage resources* include buildings, structures, monuments, *cultural heritage landscape*s, natural features (including those that have been modified by humans, such as parks,

gardens, rows of trees, etc.) or remains, either individually or in groups, which are considered by City Council to be of architectural and/or historical significance. Archaeological and historical sites may also be considered heritage resources.

The Official Plan outlines a number of principles, objectives, and policies to be employed in the effort to conserve cultural heritage resources:

8.1 Principles
Identification and conservation
a) Cultural heritage resources of significant cultural heritage value shall be identified, and conserved.

Heritage conservation practice
b) Sound heritage conservation practice requires early identification of cultural heritage resources, ongoing maintenance and protection from inappropriate use, alteration and demolition.

Public awareness
c) Heritage conservation depends on broad-based understanding and appreciation of cultural heritage resources that is achieved through public education, awareness, participation and involvement in the conservation of cultural heritage resources.

Historical associations
d) Cultural heritage resources shall be valued not only for their physical or material elements, but also for their historical associations.

8.2 Objectives
Destruction and demolition
a) To control the demolition, destruction, deterioration, and inappropriate alteration and/or use of cultural heritage resources in accordance with legislative authority.

Identification and reference
b) To identify cultural heritage conservation issues early in the land use planning process, and make reference to cultural heritage conservation issues throughout the planning decision-making process.

Heritage character
c) To ensure that re-development and/or new development in an historic area does not detract from the overall heritage character of the area.

Heritage landscapes
d) To identify areas of cultural heritage landscape in the City containing heritage buildings, structures, streets, vegetation, and open spaces of architectural or historic significance, whose arrangement represents one or more distinctive cultural processes in the historical use of land.

Public education and advice

e) To encourage public education initiatives and foster public awareness of the value of the cultural heritage resources and of cultural heritage conservation principles, and to provide practical advice to owners of cultural heritage properties about the means of protecting and maintaining cultural heritage resources.

Citizen participation
f) To encourage the involvement of citizens, property owners, citizen groups and the municipal heritage committee (Heritage Burlington) in the land use planning process for City-wide, neighbourhood and specific heritage plans and programs.

Co-ordination of plans and programs
g) To co-ordinate municipal heritage plans and programs with other municipal programs, as well as those offered by individual groups, agencies, and senior orders of government to advance the cultural heritage conservation principles of this Plan.

Financial support
h) To encourage and develop private and public financial support for the conservation of cultural heritage resources.

Provincial and Regional Government
i) To encourage other orders of government, including the Region of Halton, Provincial ministries, and Conservation Halton, to take actions to preserve, improve and use the City's cultural heritage resources.

8.3 General Policies

8.3.1 Use and Treatment of Cultural Heritage Resources

Municipal leadership
a) The City shall protect, improve and manage its cultural heritage resources in a manner that furthers the heritage objectives of this Plan and sets an example of leadership for the community in the conservation of cultural heritage resources. Cultural heritage conservation planning shall be an integral part of the land use planning process in the City of Burlington.

Heritage Burlington
b) Council shall consult its municipal heritage committee (Heritage Burlington) with regard to the use and treatment of cultural heritage resources.

Landscapes, cemeteries & views
c) Cultural heritage landscapes, historic cemeteries and significant views associated with a cultural heritage resource shall be inventoried and conserved.

Cultural Heritage Conservation Strategy
e) The City may develop and implement a cultural heritage conservation strategy that will further the cultural heritage objectives of this Plan and may involve the implementation of a range of conservation tools to complement land use planning initiatives. City Council may

use government and/or non-government funding, including the Burlington Community Heritage Fund, to assist in the implementation of heritage conservation objectives.

2.4   Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources in a desktop data collection study, two stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area. The built heritage resources and cultural heritage landscapes background review considers cultural heritage resources in the context of the Appleby Mobility Hub Study Area.

A heritage background review was conducted to gather information about known and potential cultural heritage resources within study area. Background historical research included consultation of secondary source research and historical mapping. This was undertaken to identify early settlement patterns and broad agents or themes of change in the study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth and twentieth century settlement and development patterns. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies were consulted to obtain information about specific properties that have been previously identified and/or designated as retaining cultural heritage value. This report provides a summary on the above ground cultural heritage resources that have been listed on the City of Burlington's inventory of heritage properties and/or designated under Part IV of the *Ontario Heritage Act*.

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

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

Design/Physical Value:
- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.

- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

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

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

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

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

Farm complexes: comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.

Roadscapes: generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.

Waterscapes: waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historical development and settlement patterns.

Railscapes: active or inactive railway lines or railway rights of way and associated features.

Historical settlements: groupings of two or more structures with a commonly applied name.

Streetscapes: generally consist of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.

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

Cemeteries: land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Sections 3.0 and 4.0, while 5.0 contains conclusions and recommendations with respect to potential impacts of the undertaking on the identified cultural heritage resource. A cultural heritage resource location mapping is provided in Section 7.0 and a cultural heritage resource inventory is found in Appendix A.

3.0   HISTORICAL BACKGROUND

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking. Available secondary source material was reviewed to produce a contextual overview of the study area, including a general description of physiography, Indigenous land use, and Euro-Canadian settlement.

3.1   Physiography

The study area is situated within the Iroquois Plain physiographic region of southern Ontario (Chapman and Putnam 1984). The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a

distance of 300 km (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, sandbars, beaches and boulder pavements. The old sandbars in this region serve as good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

Appleby and Sheldon creeks run through the study area and are two of eighteen smaller watersheds, making up the Urban Creeks, which are located along the north shore of Lake Ontario and cross through Hamilton, Burlington, Oakville, and portions of Mississauga (Conservation Halton 2017).

3.2   Indigenous Land Use and Settlement in the Burlington Area

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time were highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the climate had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). It is also during this period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013:13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From approximately 1,000 BP until approximately 300 BP, lifeways became more similar to that described in early historical documents. During the Early Iroquoian phase (AD 1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). In the Late Iroquoian phase

(AD 1450-1649) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By circa AD 1600 the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee (Five Nation Iroquois) and the Wendat (and their Algonquian allies such as the Nippissing and Odawa) led to the dispersal of the Wendat.

Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the New York Iroquois and the Huron-Wendat were at peace and remained "la nation neutre". In subsequent years, the French visited and traded among the Neutral, but the first documented visit was not until 1626, when the Recollet missionary Joseph de la Roche Daillon recorded his visit to the villages of the Attiwandaron, whose name in the Huron-Wendat language meant "those who speak a slightly different tongue" (the Neutral apparently referred to the Huron-Wendat by the same term). Like the Huron-Wendat, Petun, and New York Iroquois, the Neutral people were settled village agriculturalists. Several discrete settlement clusters have been identified in the lower Grand River, Fairchild-Big Creek, Upper Twenty Mile Creek, Spencer-Bronte Creek drainages, Milton, Grimsby, Eastern Niagara Escarpment and Onondaga Escarpment areas, which are attributed to Iroquoian populations. These settlement clusters are believed by some scholars to have been inhabited by populations of the Neutral Nation or pre- (or ancestral) Neutral Nation

Between 1647 and 1651, the Neutral were decimated by epidemics and ultimately dispersed by the New York Iroquois, who subsequently settled along strategic trade routes on the north shore of Lake Ontario for a brief period during the mid seventeenth-century. Compared to settlements of the New York Iroquois, the "Iroquois du Nord" occupation of the landscape was less intensive. Only seven villages are identified by the early historic cartographers on the north shore, and they are documented as considerably smaller than those in New York State. The populations were agriculturalists, growing maize, pumpkins, and squash. These settlements also played the important alternate role of serving as stopovers and bases for New York Iroquois travelling to the north shore for the annual beaver hunt (Konrad 1974).

Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario, the Iroquois abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The territory was immediately occupied or re-occupied by Anishinaabek groups, including the Mississauga, Ojibwa (or Chippewa) and Odawa, who, in the early seventeenth century, occupied the vast area from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Individual bands numbered several hundred people and were politically autonomous. Nevertheless, they shared common cultural traditions and relations with one another and the land. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee.

Peace was achieved between the Iroquois and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations captives were exchanged and the

Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century, the Crown acknowledged the Mississaugas as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement.

The eighteenth century saw the ethnogenesis in Ontario of the Métis when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis National Council n.d.). Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978:607,608). By the mid-twentieth century, Indigenous communities, including the Métis, began to advance their rights within Ontario and across Canada, and in 1982, the Métis were recognized as one of the distinct Indigenous peoples in Canada. Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003; Supreme Court of Canada 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

3.3   Historical Euro-Canadian Land Use: Township Survey and Settlement

Historically, the study area is located in Lots 2-7, Concession III, South of Dundas Street (SDS), in the Township of Nelson, Halton County.

3.3.1   Township of Nelson

The land within the Township of Nelson was acquired by the British from the Mississaugas in 1795. The first township survey was undertaken in 1806, and the first legal settlers occupied their land holdings in the same year. The township was first named "Alexander Township" in honour of Alexander Grant, the administrator of Upper Canada. In 1806, it was renamed in honour of Horatio Viscount Nelson, after his victory at Cabo Trafalgar in Spain the previous year. Nelson was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good land and excellent farms (Smith 1846:121; Armstrong 1985:143; Rayburn 1997:237).

In 1817, it was estimated that the Township of Nelson contained 68 inhabited houses, with a total population of 476. At that time it contained two grist mills and three saw mills (Smith 1851:257-258; Walker & Miles 1877:60).

In 1841, Nelson Township contained 3,059 inhabitants. The oldest principal village in the township during the nineteenth century was Burlington, which had originally been named "Wellington Square." Other villages within the township during the nineteenth century included Nelson, Zimmerman,

Lowville, Willbrook, Cumminsville and Kilbride (Smith 1846:121; Crossby 1873:92; Walker & Miles 1872:38-39).

By the 1850s, Nelson contained 3,792 inhabitants and was well settled with schools, churches, prosperous farms and an established system of municipal government. There were five grist mills and 17 sawmills within the township (Smith 1851:258; Walker & Miles 1877:60). Additional prosperity was brought to Nelson Township when the Toronto branch of the Great Western Railway was constructed across the township in 1854-55. In 1878, the Northern and North Western Railway constructed a rail line diagonally across the township between the towns of Burlington and Milton. This line is now owned and operated by the Canadian National Railway and runs approximately two kilometers northwest of the study area.

3.3.2   *Hamlet of Appleby*

The hamlet of Appleby was at the intersection of the Appleby Line and Middle Road. During the nineteenth and early twentieth centuries, the settlement had a public school, post office, blacksmith shop, a hotel, a community hall, and a church. It is almost certain that Appleby received its name from the early settlers, Thomas Atkinson, Thomas Alton, and the Forthergills that came from Appleby in England. Thomas Alton came in 1819 and the Breckons family came in 1830. The Middle Road was surveyed in 1806 and eventually built in 1838, later to become the QEW in 1936. In 1810, the Van Normans acquired a Crown deed of bushland and shortly thereafter built a saw mill. Some years later, Van Norman also built a frame church on his property, just opposite of the old Mount Vernon cemetery. In 1846 a larger brick church was built on the west side of Appleby Line, just south of Middle Road. Interest in the area of Appleby was brought be the railroad (Great Western Railway) which opened in 1854. The post office was established in 1857 with Thomas Atkinson as the first postmaster. At one point in the nineteenth century there were four blacksmith shops in the area when the lumber and grain business was strong. There were also saw and grist mills on every creek. The school was built in 1846 at the northeast corner of Appleby Line and Middle Road. A brick building, S.S. No. 3 Nelson, was later constructed in its place in 1863. The school was demolished in 1958 for the QEW widening and cloverleaf interchange at Appleby Line. Years later, there is little evidence of the place where the former church stood at the corner of Appleby Line and Middle Road, once the hub of a busy farm community (BHSDC, n.d.; Emery 1967).
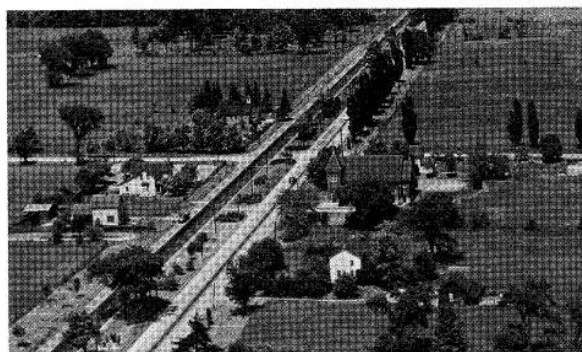
Village of Appleby, about 1946 (Emery 1967:108)

3.3.3   Queen Elizabeth Way (QEW)

The QEW was Canada's first intercity highway, the first with cloverleaf interchanges, one of the world's first controlled-access highways, and the first fully lit highway in the world. Plans for an improved, east-west thoroughfare north of Highway 2 and west of Toronto to help alleviate traffic congestion had been discussed as early as the 1910s, but it was only in 1931 that road works began in Etobicoke along the Middle Road, the western extension of Toronto's Queen Street (Stamp 1987:13). The contract included the construction of bridges and culverts from Browns Line west to Highway 10 and was undertaken, in part, as a work relief measure by the province.

Construction continued slowly between 1931 and 1934, at which time a new provincial government placed greater emphasis on the completion of the Middle Road Highway (Stamp 1987:16). Thomas McQuesten, appointed as the Minister of Highways in the new Liberal government, had a particular interest in balancing infrastructure works and aesthetics, and his vision of a super highway greatly influenced the nature and extent of the Middle Road Highway. McQuesten's plans extended the highway to Niagara Falls and Fort Erie. In 1937, a new Niagara highway along the south shore of Lake Ontario was begun to connect the Middle Road Highway with the American border, with the hope of promoting American tourism to Toronto, Hamilton, and Niagara. The completion of the Middle Road Highway from Niagara to Toronto was commemorated in an official ceremony by King George VI of England and Queen Elizabeth on June 7, 1939 (DHO 1940). In recognition of the royal visit, the highway was later renamed the Queen Elizabeth Way at a ceremony held at Henley Bridge in St. Catharines on August 23, 1940 (Herod 2011; DHO 1941; van Nostrand 1983).

The QEW has since been widened several times. Initially, the QEW continued past Highway 427 to the former City of Toronto limits at the Humber River. This section of the expressway was downloaded by the provincial government to the City of Toronto in 1997 and is now part of the Gardiner Expressway.

3.3.4   Lakeshore West Corridor

The Lakeshore West Corridor (LSW) follows the tracks initially laid in 1855 from Toronto to Hamilton by the Hamilton & Toronto Railway Company (HTR). The HTR company was established by Sir Allan MacNab and a number of other investors, with additional financial support from England, and a charter was granted in 1852. Construction on the line began in 1853. The line was initially leased to the GWR, who in turn supplied railway stations along the corridor (Paterson & George 1988:13). Extending from downtown Toronto, the rail line passed through Mimico, Port Credit, Clarkson, Oakville, Bronte, Burlington, and finally Hamilton. In 1871, the Hamilton & Toronto Railway Company (HTR) amalgamated with the GWR, and in 1882 the GWR amalgamated with the GTR. In 1920, control of the GTR was assumed by the Canadian Government and three years later, in 1923, the GTR was amalgamated with Canadian National Railways (CNR) (Andreae 1997).

The Lakeshore West Corridor was Canada's busiest railway corridor during the nineteenth and most of the twentieth century (Paterson & George 1988: 15, 24). GO service began in 1967 along the Lakeshore, east and west of Toronto, as one transit line. Initial service included stops at stations built at Pickering, Rouge Hill, Guildwood, Eglinton, Scarborough, Danforth, Union, Mimico, Long Branch, Port Credit, Clarkson, Oakville, Bronte, and Burlington. By 1976 the original GO stations were nearing the end of

their lifecycle and redesigned stations were planned. The Appleby GO Station was constructed in 1988 (Taylor Hazell Architects Ltd. 2014).

3.4   Review of Nineteenth and Twentieth Century Mapping

A series of nineteenth and twentieth century maps were reviewed to provide a visual summary of many of the trends in community development described in the previous section. The review also determines the potential for the presence of historical features within the study area.

One of the earliest maps showing detail within the general study area is the 1858 *Tremaine's Map of the County of Halton* (Figure 2)*. The community of Appleby is depicted as a cross-roads settlement at the junction of Appleby Line and the present day QEW, just east of the study area. The community is shown as having a church, post office, and school. The 1858 map suggest that settlement existed along the two concession roads. Sheldon and Appleby creeks are also illustrated on the *Tremaine* 1858 map (Figure 2), as running in an approximately northwest to southeast direction through the study area. A saw mill is depicted adjacent to Appleby Creek on Lot 4, Concession III.

The 1877 *Illustrated Historical Atlas* (Figure 3) depicts the study area in a similar rural context. The settlement of Appleby had not significantly grown by this time, however, there are homesteads and orchards along the Middle Road, now the QEW.

It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. The following property owners/occupants and associated historical features are illustrated within or adjacent to the study area:

Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area

		1858		1877	
Con #	Lot #	Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
Township of Nelson					
3	2	John F. Stephenson	Sheldon Creek	John Stephenson	Sheldon Creek
	2	John Dynes	GWR, Sheldon Creek	James Dynes	Homestead, Orchard, Sheldon Creek, GWR
	3	Horace and Arthur Van Norman	GWR	John Jr. Breckon	Homestead, Orchard (2), Sheldon Creek, GWR
	4	David Hopkins	GWR, Sawmill, Appleby Creek	Daniel Hopkins	Homestead (2), Orchard (2), Appleby Creek, Cemetery
	5	Thomas Atkinson	GWR	Charles Gage	Homestead, Orchard, GWR
	5	Thomas Alton	GWR	Alf Kitchen	Homestead, Orchard, GWR
	6	David Alton	GWR, Church (settlement of Appleby)	David Alton	Homestead (2), Orchard, Cemetery, Church, GWR
	7	Thomas Alton	GWR	George Alton	Homestead, Orchard, GWR

Three topographic maps of the study area, dating from 1909, 1919, and 1931, illustrate that there was not a significant amount of settlement in the study area during the early twentieth century (Figures 4-6). A number of frame and brick houses are illustrated south of Middle Road, along with the two cemeteries illustrated on the nineteenth-century maps. In addition to the railway, the topographic maps show a power line along the southern boundary of the study area. This corridor now forms the Centennial Bikeway.

A review of 1954 aerial photography indicates that the study area remained a rural agricultural area into the second half of the twentieth century (Figure 7). By 1959 (map not included), the intersection of the QEW with Appleby Line had been greatly altered, beginning the removal of the historical settlement of Appleby. Nineteenth-century farmsteads appear to be extant and one large industrial building has been constructed on Appleby Line, on the south side of the rail line. It appears that this building is still extant today.

The topographic map dating from 1984 indicates the study area had drastically changed from a rural/agricultural area to an industrial/commercial area by the late twentieth century (Figure 8). In addition to the existing QEW, Harvester Road has been constructed, along with other rights-of-way, such as South Service Road, Century Drive, Sheldon Court, and Fairview Street. The map shows substantial yet dispersed industrial/commercial infill throughout most of the study area, and a community centre and park have been constructed at the end of Fairview Street which is still extant today. The two nineteenth-century cemeteries continue to be illustrated.

In summary, historical and topographic mapping indicates that the community of Appleby did not significantly expand, and the surrounding area continued to be rural until the mid-twentieth century.

However, this map review suggests that the main settlement area of Appleby may no longer be visible as it was impacted by the building of the QEW. Although the maps reviewed do not represent the full range of maps available for this study, they demonstrate the full range of land uses that occurred in the area. The review of historical mapping reveals that the study area has transitioned from a rural agricultural landscape into an urban industrial and commercial landscape.
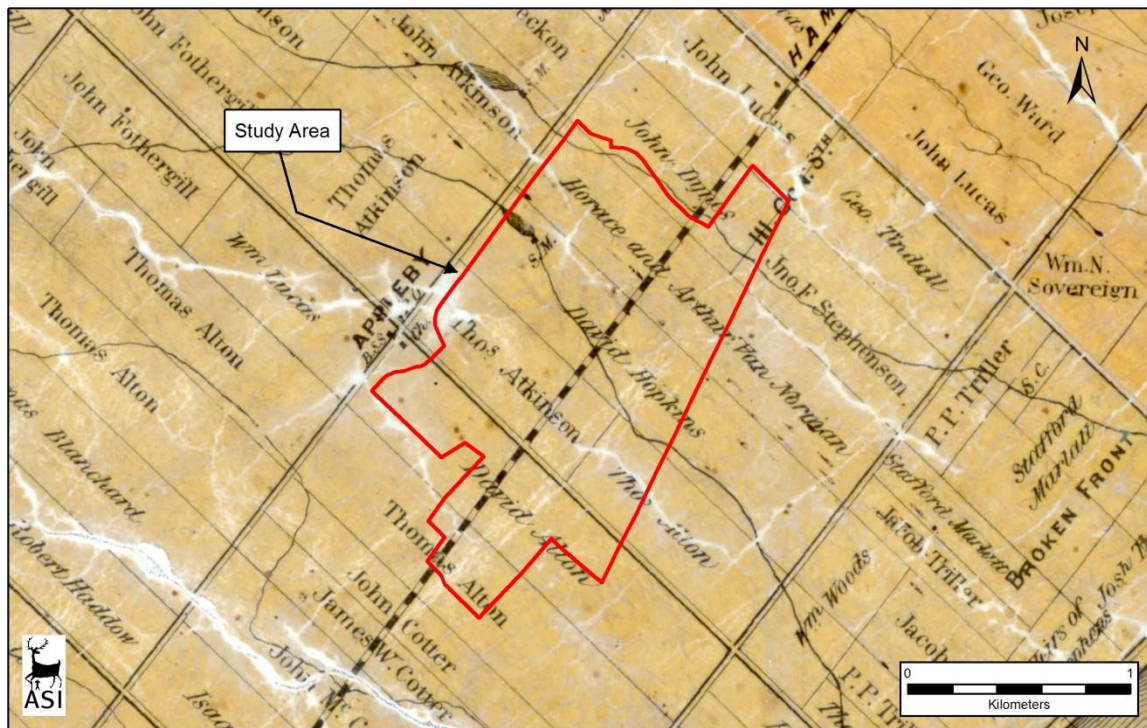

Figure 2: The study area overlaid on the 1858 map of Halton County

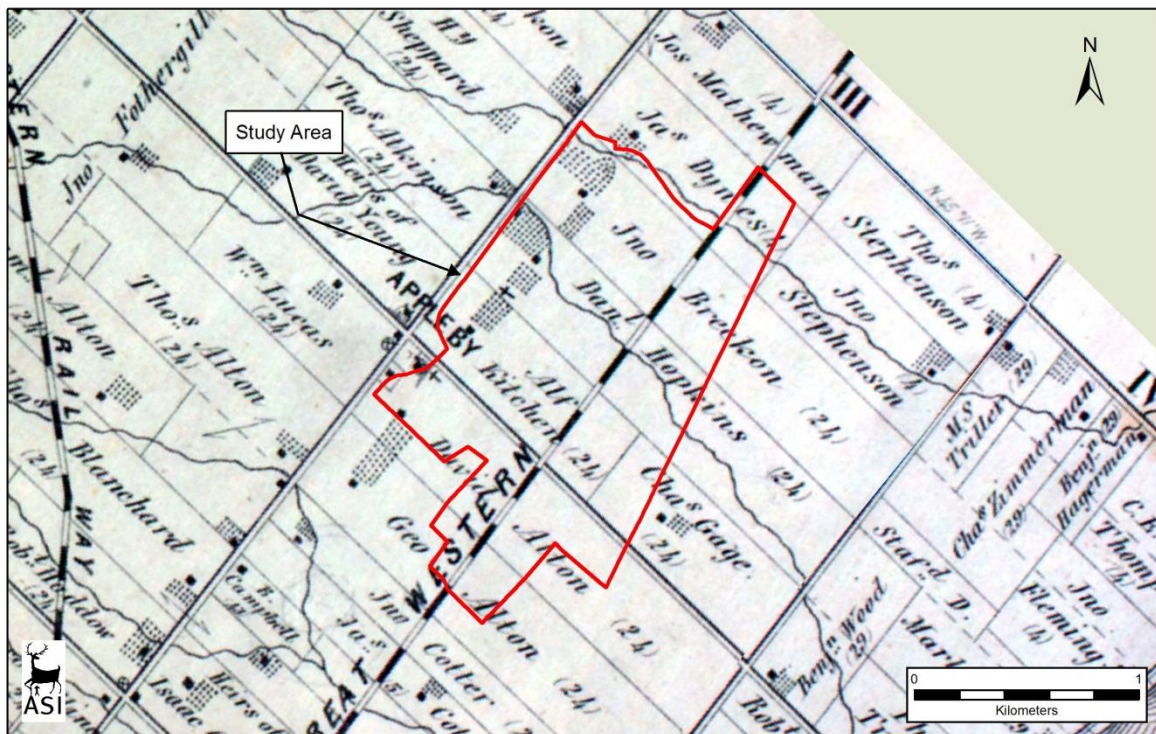Base Map: *Tremaine, Halton County* (1858)

Figure 3: The study area overlaid on the 1877 map of the Township of Nelson
Base Map: *Illustrated Historical Atlas of the County of Halton, Ont.* (Walker & Miles 1877)
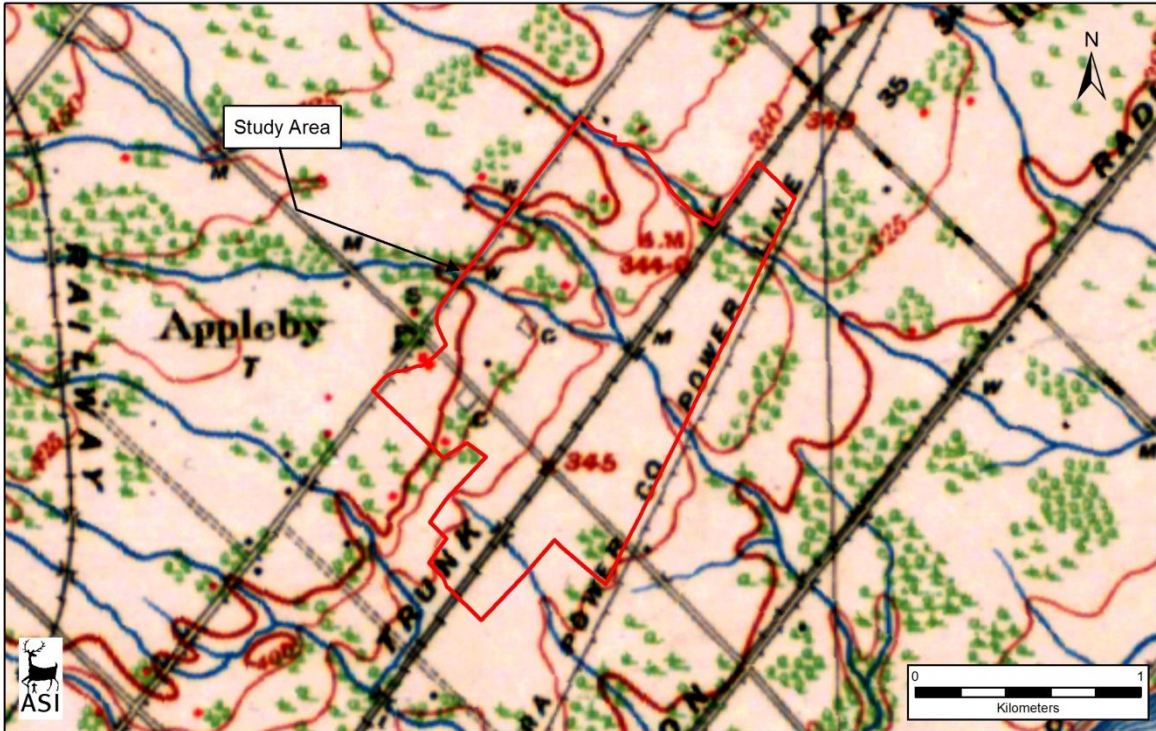

Figure 4: The study area overlaid on 1909 NTS mapping
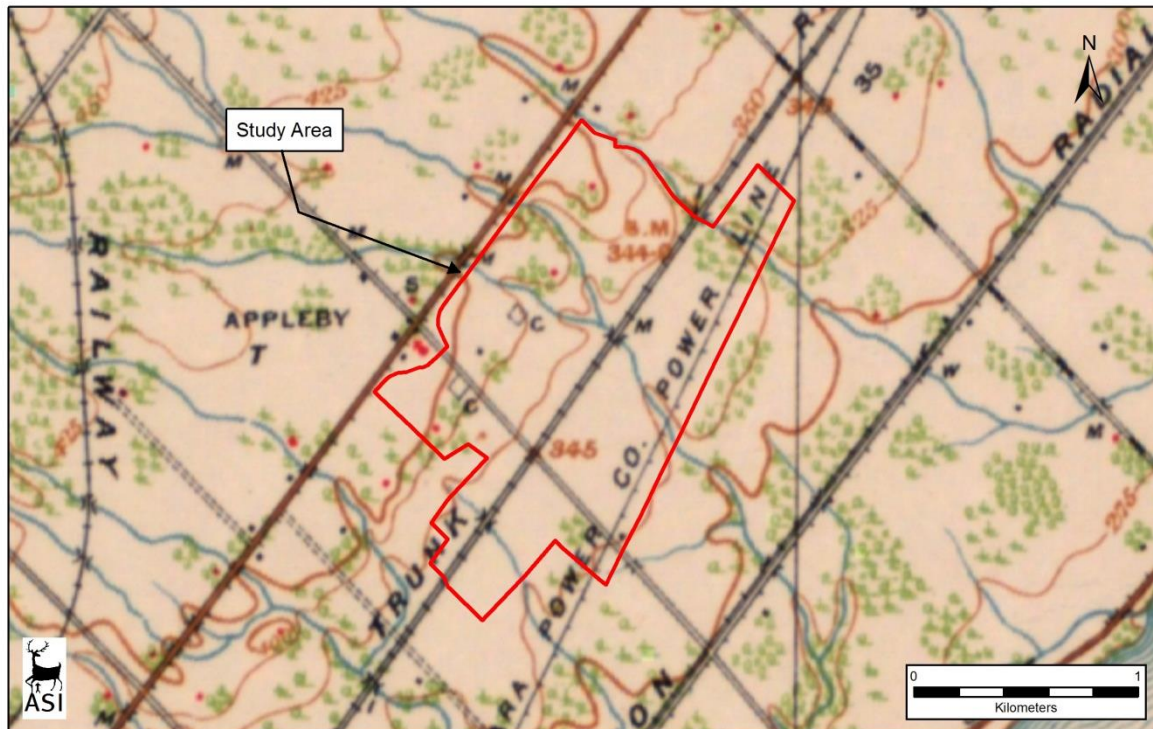Base Map: NTS Sheet 30M/5 (Department of Militia and Defense 1909)

Figure 5: The study area overlaid on 1919 NTS mapping.
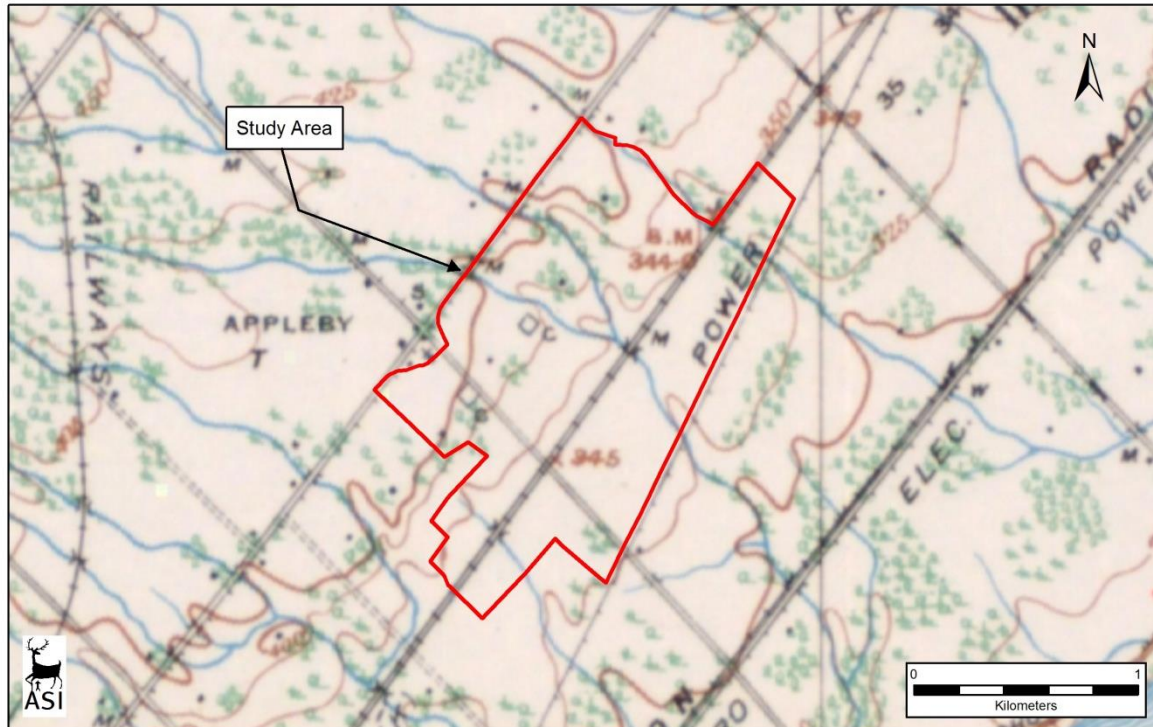Base Map: NTS Sheet 30M/5 (Department of Militia and Defense 1919)

Figure 6: The study area overlaid on 1931 NTS mapping.
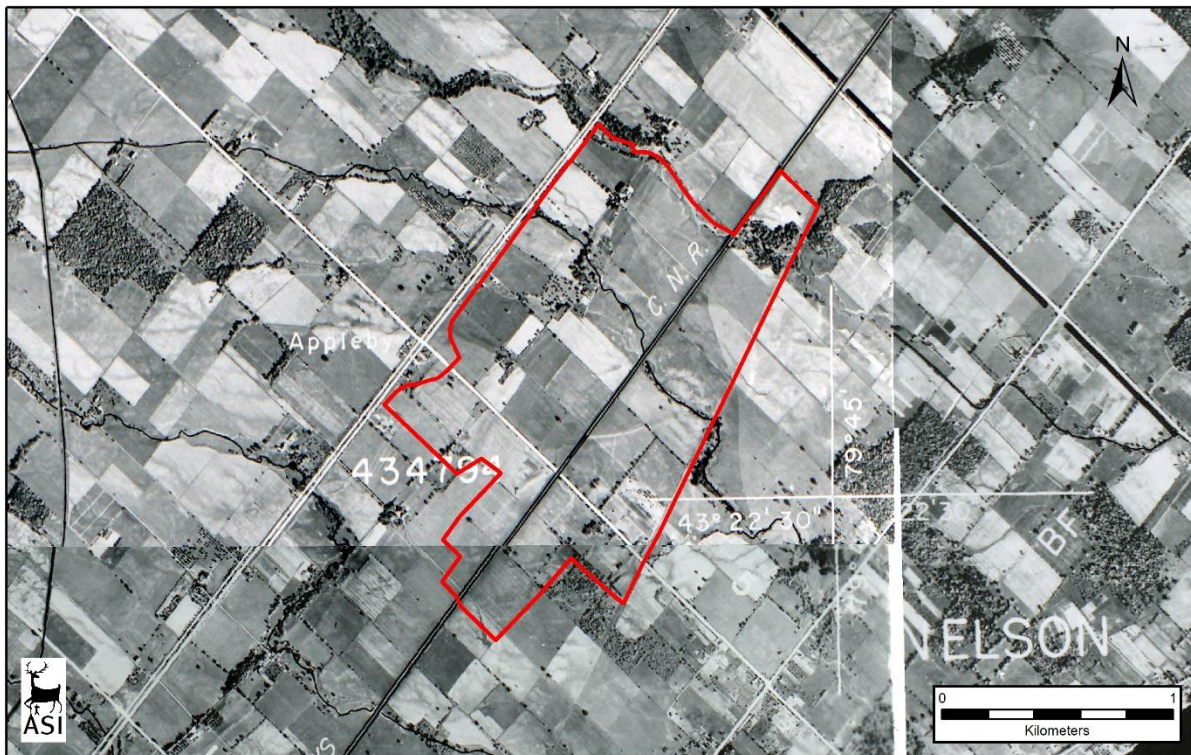Base Map: NTS Sheet 30M/5 (Department of National Defense 1931)

Figure 7: The study area overlaid on 1954 aerial photography
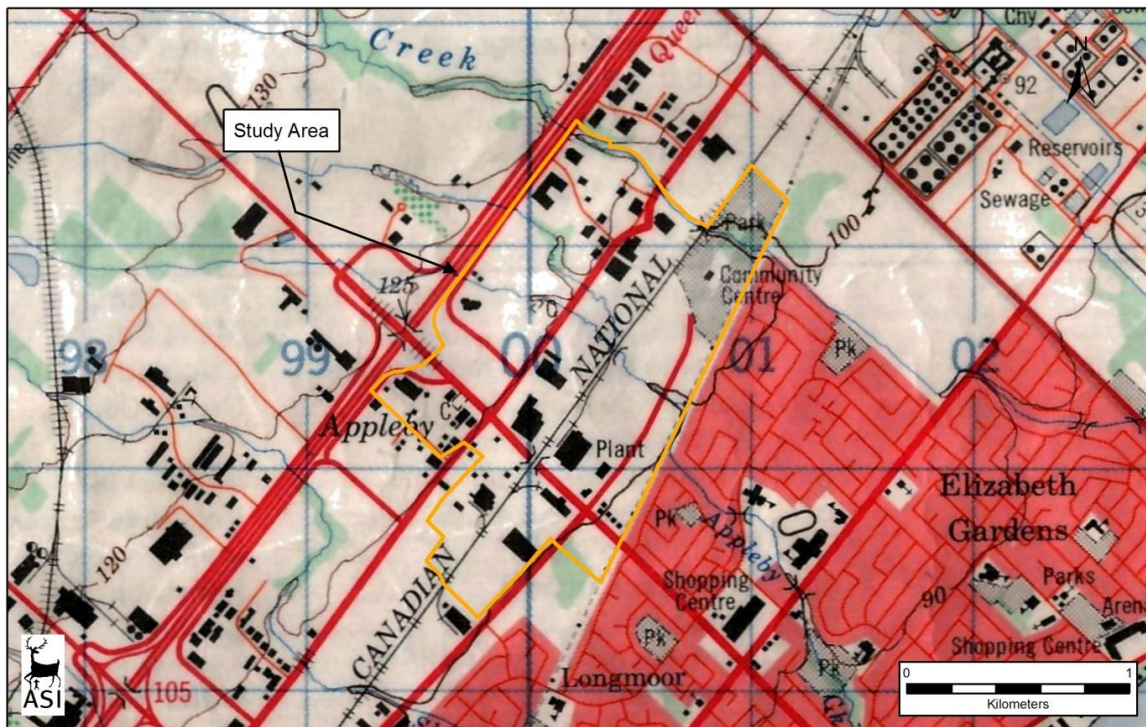

Figure 8: The study area overlaid on 1984 NTS mapping
Base Map: NTS Sheet 30M/5 (Department of Energy, Mines and Resources 1984)

4.0   DATA COLLECTION RESULTS

4.1   Review of Existing Heritage Inventories

The preliminary identification of existing cultural heritage resources within the study area was undertaken by consulting the following resources:

- The City of Burlington's *Municipal Register of Cultural Heritage Resources,* and *Official Plan*[1];
- Tourism Burlington's list of *Significant Architectural Sites* (2013)[2];
- Burlington Historical Society Digital Collections: *Canadian Inventory of Heritage Buildings*[3]*;*
- City of Burlington's *Inventory of Places of Worship*[4]*;*
- Ontario's Genealogical Society- Halton-Peel Branch[5];
- Parks Canada's *Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels[6];
- Park's Canada's *Directory of Federal Heritage Designations*, a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses[7];
- The inventory of Ontario Heritage Trust easements[8];
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques[9];
- *Ontario's Historical Plaques* website[10]; and
- Canadian Heritage Rivers System[11].

In order to make a preliminary identification of existing cultural heritage resources within the study area, the City of Burlington's Heritage Planner was contacted (04 May 2017) and provided the Municipal Register was received on 08 May 2017. The inventory included listed properties and properties designated under Part IV of the OHA.

In addition, the Senior Planner of the Mobility Hubs project, Jenna Puletto, was contacted (email communication: Jenna Puletto, Mobility Hubs, Planning and Building Department, 05 May 2017). She provided ASI with the list of designated properties and Type 'A" listed properties within the Appleby Mobility Hub Study Area, and indicated that Type B, C, and D properties have been removed from the

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[1] Reviewed 10 May 2017
[2] Reviewed 10 May 2017
[3] Reviewed 10 May 2017
[4] Reviewed 10 May 207 (https://www.burlington.ca/en/live-and-play/places-of-worship.asp)
[5] Reviewed 10 May 2017 (http://www.haltonpeel.ogs.on.ca/h/ne22.htm)
[6] Reviewed 10 May 2017 (http://www.historicplaces.ca/en/pages/about-apropos.aspx)
[7] Reviewed 10 May 2017 (http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)
[8] Reviewed 10 May 2017 (http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties)
[9] Reviewed 10 May 2017 (http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx)
[10] Reviewed 10 May 2017 (www.ontarioplaques.com)
[11] Reviewed 10 May 2017 (http://www.chrs.ca/en/rivers.php)

Municipal Register and are under review. The list of Types B-D was not available at the time of this report.

Thomas Douglas, Heritage Planner at the City of Burlington provided an updated copy of the City's Municipal Register which was reviewed in conjunction with the City's online mapping of Register properties (email communication: Thomas Douglas, 06 February 2019).

4.2   Appleby Mobility Hub Study Area – Field Review

A field review was undertaken by ASI on 5 February 2019 to document the existing conditions of the study area. The field review was preceded by a review of available, current, and historical aerial photographs and maps (including online sources such as Google maps). The field review focused on documenting cultural heritage resources *within* the study area boundaries.

The study area is located within an area generally defined by the Queen Elizabeth Way (QEW)/Highway 403 to the northwest, the Centennial Bikeway to the southeast, with irregular boundaries northeast and southwest of Appleby Line. The study area is made up of primarily commercial and industrial properties, with some residential properties along the south side of Fairview Street within the south portion of the study area (Figure 9 through Figure 14). The south boundary of the study area borders on a primarily residential area, separated by the Centennial Bikeway.

Figure 9: Harvester Road, looking south

(ASI 2019)

Figure 10: Appleby Line, looking east

(ASI 2019)

Figure 11: Century Drive, looking northeast
(ASI 2019)
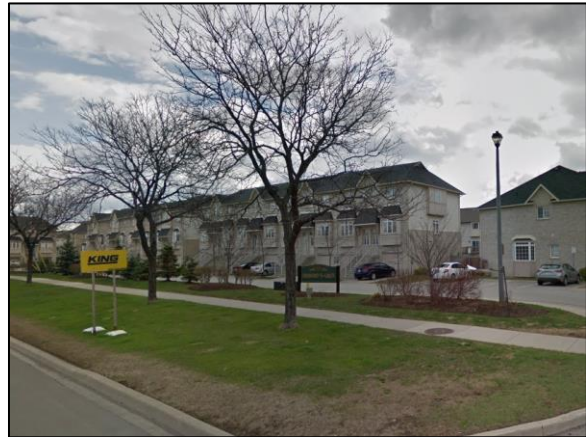
Figure 12: Fairview Street looking south
(Google 2015)

Figure 13: Century Drive and South Service Road,
looking southwest
(ASI 2019)

Figure 14: South Service Road north of Harvest Road,
looking north
(ASI 2019)

4.3   Appleby Mobility Hub Study Area – Identified Cultural Heritage Resources

A review of available federal, provincial and municipal heritage registers and inventories revealed that there are three cultural heritage resources previously identified within and/or adjacent to the study area. The field review undertaken on 5 February 2019 did not identify any additional cultural heritage resources within the study area. Table 2 lists the identified cultural heritage resources and Section 8 provides location mapping of these features. Table 3 in Appendix A provides additional information regarding these resources, including photographs.

Table 2: Summary of cultural heritage resources within and/or adjacent to the study area

Feature	Location/Name	Recognition	Description/Comments
CHL 1	0 Appleby Line (within study area)	Listed	Est. 1861, Appleby Cemetery, Part of Lot 6, Con. 3, SDS
CHL 2	5098 South Service Road (within study area)	Listed	Mount Vernon Cemetery, Part of Lot 4&5, Con. 3, SDS
BHR 1	955 Century Drive (within study area)	Designated, Part IV	"Pine Hall", built 1848 for Wm. Van Norman (BPL)

5.0   KEY FINDINGS AND RECOMMENDATIONS

The results of the background research and historical mapping review revealed that the Euro-Canadian land use of the study area had its origins in late eighteenth century survey and settlement. Historical mapping does show that there was not significant expansion within the hamlet of Appleby in the first half of the twentieth century. The review of historical mapping and the results of fieldwork indicate that the main settlement area of Appleby was severely impacted from the construction of the QEW and urban growth in the area, and that the study area has evolved from a nineteenth-century farming community into a commercial and industrial landscape incorporated into the City of Burlington. Appleby Line, a historically surveyed road, is now a busy multi-lane thoroughfare.

At present, the City of Burlington's Municipal Heritage Register lists three cultural heritage resources within or adjacent to the Appleby Mobility Hub Study Area. While several historical structures and features are depicted on late-nineteenth and early-twentieth century mapping for the study area, a review of later mapping suggested that many of these may have been removed due to development in the second half of the twentieth century. No additional cultural heritage resources were identified through fieldwork.

5.1   Conservation of Built Heritage Resources and Cultural Heritage Landscapes

At present, the City of Burlington's Municipal Heritage Register lists three cultural heritage resources within or adjacent to the Appleby Mobility Hub Study Area, one of which is Designated under Part IV of the *Ontario Heritage Act* and two of which are listed. They are candidates for conservation and integration into future land uses in the secondary plan area.

The future redevelopment and intensification of the Appleby Mobility Hub should not adversely affect cultural heritage resources, and intervention should be managed in such as way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects on cultural heritage resources. Mitigation is the process of reducing the anticipated adverse impacts to cultural heritage resources.

Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts to the cultural heritage resource and its heritage attributes. The Ontario Heritage Toolkit (2006), lists the following methods of minimizing a negative impact on a cultural heritage resource (see Section 5.2 below):

The mitigation options may include, but are not limited to:
- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas
- Design guidelines that harmonize mass, setback, setting, and materials
- Limiting height and density
- Allowing only compatible infill and additions
- Reversible alterations
- Buffer zones, site plan control, and other planning mechanisms

Incorporating cultural heritage components into new development assists in making the area visually diverse and distinctive. This will create a landscape that will provide continuity between the old and the new. Appropriate mitigation measures and/or alternative development approaches should be incorporated to reduce the potential for adverse impacts to the cultural heritage resources in the area.

Other common mitigation protocols that are suitable for consideration and application for minimizing impacts on cultural heritage resources may include, but are not limited to, the following:

- Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;
- Adaptive re-use of a built heritage structures or cultural heritage landscapes;
- Alternative development approaches to conserve and enhance a significant heritage resources;
- Avoidance protocols to isolating development and land alterations to minimize impacts on significant built and natural features and vistas;
- Architectural design guidelines for buildings on adjacent and nearby lots to help integrate and harmonize mass, setback, setting, and materials;
- Limiting height and density of buildings on adjacent and nearby lots;
- Ensuring compatible lot patterns, situating parks and storm water ponds near a heritage resource;
- Vegetation buffer zones, tree planting, site plan control, and other planning mechanisms;
- Allowing only compatible infill and additions;
- Preparation of cultural heritage impact assessments for all developments affecting a cultural heritage resource;
- Preparation of conservation, restoration, and adaptive reuse plans as necessary;
- Listing properties and landscapes of cultural heritage interest on the Municipal Heritage Register;
- Heritage Conservation Easement;
- In certain rare instances, permitting the relocation of built heritage resources within the subject parcel, to nearby lands, or to other parts of the City in order to better accommodate conservation and adaptive reuse. The appropriate context of the resource must be considered in relocation;

- In instances where retention may not be possible, partial salvage, documentation through measured drawings and high-resolution digital photographs, historical plaquing and the like may be appropriate; and
- Historical commemoration of the cultural heritage of a property/structure/area, historical commemoration by way of interpretive plaques.

5.2   Heritage Impact Statements

Resources may require a Heritage Impact Assessment/Statement (HIA) as part of the development process.

A property does not have to be designated or listed in a heritage register to be subject to the HIA process. Any property that may exhibit cultural heritage value or "heritage potential" will be subject to an appropriate level of heritage due diligence guided through the heritage impact assessment process. An HIA will determine how significant an individual cultural heritage resource may be and how a proposed land use development, demolition or site alterations may affect that resource. These studies recommend and outline a range of mitigative measures or alternative development approaches that should be applied, based on a range of decision making factors such as: significance, rarity and integrity of the cultural heritage resource; structural condition; location; contextual and environmental considerations; municipal policy objectives; proposed land uses; business plan of the subject land owner; and other factors. HIAs can also be used to determine if and when demolition, relocation, salvage or other potentially negative impacts may be permissible. For example, in certain rare instances demolition might be permissible if a heritage building is confirmed as structurally unsound, is heavily damaged or otherwise compromised to such a degree that rehabilitation and restoration is unfeasible. In such instances, a clear and well-articulated rationale is required to justify such impacts.

Section 8.4.1 of the City of Burlington's OPA policy states, in part, the following:

> Completion of a heritage impact statement shall be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes (including important vistas and streetscape) of a property designated pursuant to the Ontario Heritage Act, or on a property worthy of designation. Completion of a heritage impact statement may be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes of any other property identified on the City's Inventory of Cultural Heritage Resources. The content of a heritage impact statement may include, but is not limited to, the following:
>
> (i)   An assessment of the cultural heritage value of the resource;
> (ii)   A description of the proposal, including a location map showing proposed buildings, existing land uses and buildings, and existing cultural heritage landscape features;
> (iii) The physical condition of the resource (including that of any adjacent resource that may be directly or indirectly affected by the proposal;

(iv)   A description of the impacts that may be reasonably caused to the cultural
        heritage resource;

(v)   Identification of several conservation options taking into consideration the
        significance of the cultural heritage resource itself, the context of the resource
        and all applicable municipal, provincial or federal conservation principles. The
        advantages and disadvantages of each option will be identified, as will a
        preferred option;

(vi)   A description of the actions necessary to prevent, change, mitigate or remedy
        any expected impacts upon the cultural heritage resource.

5.3   Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1.   A total of two properties listed on the City of Burlington's Municipal Heritage Register and
        one property designated under Part IV of the *Ontario Heritage Act* were identified within the
        overall Appleby Mobility Hub Study Area. The Appleby Mobility Hub redevelopment and
        intensification plan should incorporate policies that ensure the long-term viability and
        presence of cultural heritage resources in the area (see Section 5.1).

2.   Listed heritage properties may meet criteria for designation under Part IV of the *Ontario
        Heritage Act* and are candidates for conservation and integration into future land uses within
        in the Appleby Mobility Hub redevelopment and intensification plan.

3.   Any proposed development on or adjacent to a heritage designated or heritage listed
        property shall require a Heritage Impact Assessment (HIA) to ensure that significant cultural
        heritage resources in the study area are conserved. Any assessment must include
        consideration of its historical and natural context within the City of Burlington, and should
        include a comprehensive evaluation of the design, historical, and contextual values of the
        property.

4.   The following potential mitigation approaches may be suitable for consideration and
        application for minimizing impacts from proposed developments on or adjacent to identified
        cultural heritage resources within the Appleby Mobility Hub study area:

   a.   Avoidance and mitigation to allow development to proceed while retaining the cultural
        heritage resources in situ and intact;

   b.   Adaptive re-use of a built heritage structure or cultural heritage resources;

   c.   Commemoration of the cultural heritage of a property/structure/area, through
        historical commemoration means such as plaques or cultural heritage interpretive signs;
        and,

d. Urban design policies and guidelines for building on, adjacent, and nearby to heritage
    designated and heritage listed properties, and properties with potential cultural
    heritage resources to ensure compatibility by integrating and harmonizing mass,
    setback, setting, and materials.

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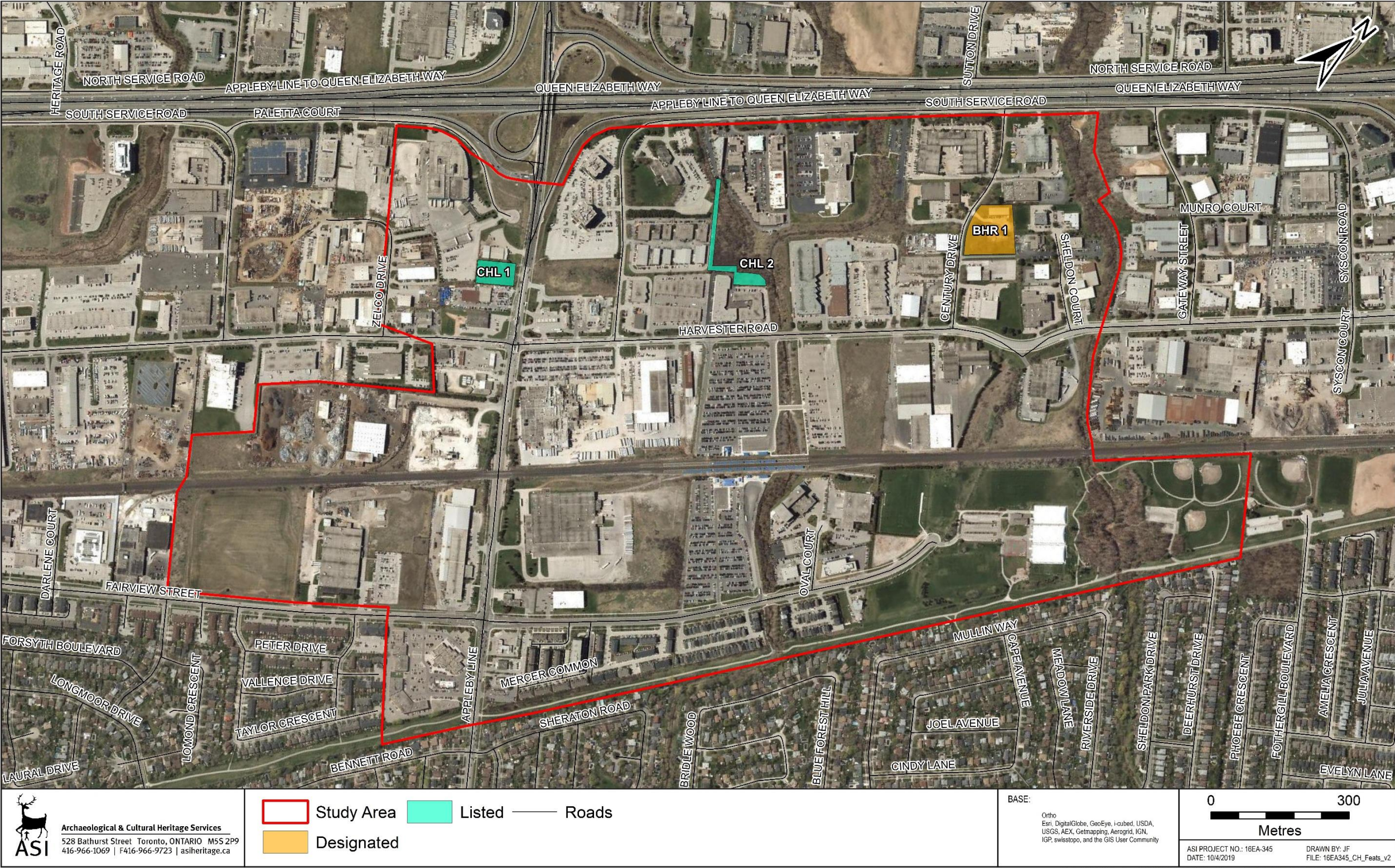## 7.0   CULTURAL HERITAGE RESOURCE LOCATION MAPPING

Figure 15: Location of Cultural Heritage Resources within and/or Adjacent to the Study Area

APPENDIX A: Identified Cultural Heritage Resources Within the Appleby Mobility Hub Study Area

Table 3: Identified Cultural Heritage Resources Within the Appleby Mobility Hub Study Area

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
CHL 1	0 Appleby Line	Listed	Cemetery	Design/Physical: The Appleby Pioneer Cemetery is surrounded by a chain-link fence, with two stone pillars and a chain-link gate at the entrance. Mature trees and other vegetation are located at the perimeter of the cemetery which includes several headstones. Historical: Est. 1861, Appleby Cemetery, Part of Lot 6, Con. 3, SDS. In 1847, a brick church was dedicated at this location, however was torn down in 1906. The earliest burials recorded here are from the 1960s (McKay and Watt n.d.). Family names include Heslop, Wilkerson, Burkholder, Alton, Fothergill, and Robinson. Context: Cemetery isolated within a commercial streetscape.		This property is a strong candidate for conservation and integration into future land uses within the Appleby Mobility Hub redevelopment and intensification plan. Any proposed development on or adjacent to this property shall require an HIA to establish a conservation plan and appropriate mitigation measures.
CHL 2	5098 South Service Road	Listed	Cemetery	Design/Physical: The Mount Vernon Pioneer Cemetery is located at the rear of a parking lot on a commercial property, surrounding by a chain-link fence. Mature trees surround the cemetery which contains approximately five visible headstones. Historical: Mount Vernon Cemetery, Part of Lot 4&5, Con. 3, SDS. This cemetery originated in 1814 as the burial ground for the Van Norman family, and originally contained a frame chapel on the west side of the cemetery, the Van Norman Chapel. Most markers within the cemetery are ground stones that have been grassed over. The last burial recorded in this cemetery was in 1930 (Watt n.d.) Context: Cemetery isolated within a commercial streetscape at the rear of a commercial property.		This property is a strong candidate for conservation and integration into future land uses within the Appleby Mobility Hub redevelopment and intensification plan. Any proposed development on or adjacent to this property shall require an HIA to establish a conservation plan and appropriate mitigation measures.

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
BHR 1	955 Century Drive	Designated, Part IV	Residence	Design/Physical: One-and-a-half storey red brick Classical Revival residential building situated within a grassed lawn with mature trees. A one-and-a-half storey addition with an integral garage is located at the rear of the property and a fenced area is located along the front elevation of the existing building. Historical: "Pine Hall", built 1848 for Wm. Van Norman (BPL) and known as the Van Norman-Breckon House. This residence was constructed by the Van Norman family, one of the first families to permanently settle in Nelson Township. In 1870 the house was purchased by John Breckon, in whose family the house remained for over 100 years until expropriated by the City of Burlington for industrial development (Historic Places 2018) Context: Residence adapted for commercial use isolated within a commercial streetscape.		This property is a strong candidate for conservation and integration into future land uses within the Appleby Mobility Hub redevelopment and intensification plan. Any proposed development on or adjacent to this property shall require an HIA to establish a conservation plan and appropriate mitigation measures.

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