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

ALDERSHOT MOBILITY HUB STUDY AREA

GEOGRAPHIC TOWNSHIP OF FLAMBORO EAST, WENTWORTH 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 Aldershot Mobility Hub. The Aldershot Mobility Hub Study Area has been identified as a potential area for future redevelopment and intensification while creating transit-oriented, pedestrian friendly sustainable neighbourhood. The study area consists of various properties and roadways within an area generally defined as being bounded by Highway 403 to the northwest, Plains Road to the southeast, Daryl Drive to the southwest, and just northeast of Gallagher Road. The size of the study area is approximately 138.59 hectares. In general, the Aldershot 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 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. The results revealed the study area has a rural land use history specializing in dairy and orchards. The topographic maps show several early twentieth century residential structures were introduced along Plains Road, an historical transportation route, but generally the core of the landscape had been minimally altered. By the late twentieth century the study area had become urban and the landscape no longer maintained its rural character.

At present, the City of Burlington's Municipal Heritage Register lists four cultural heritage resources within and/or adjacent to the Aldershot Mobility Hub study area. While several historical structures and features are depicted in 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. Three additional potential built heritage heritage resources within the Aldershot Mobility Hub study area were identified through fieldwork.

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

1.	At present, the City of Burlington's Municipal Heritage Register lists four cultural heritage resources within and/or adjacent to the Aldershot Mobility Hub study area. Three additional potential built heritage resources within the Aldershot Mobility Hub study area were identified through fieldwork. The Aldershot 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 Aldershot 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 Aldershot 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, 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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PROJECT PERSONNEL

Senior Project Manager: Annie Veilleux, MA
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                                                 Manager, Cultural Heritage Division

Project Manager: Joel Konrad, PhD (2017 & 2018)
                                                 Cultural Heritage Specialist

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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 Aldershot Mobility Hub. The Aldershot Mobility Hub Study Area has been identified as a potential area for future redevelopment and intensification while creating transit-oriented, pedestrian friendly sustainable neighbourhood. The study area consists of various properties and roadways within an area generally defined as being bounded by the Highway 403 to the northwest, Plains Road to the southeast, Daryl Drive to the southwest, and just northeast of Gallagher Road (Figure 1). The size of the study area is approximately 138.59 hectares. In general, the Aldershot 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 Aldershot 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 Aldershot 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 Aldershot 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 lakebed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

Grindstone Creek runs through the study area and is a major watershed in addition to Bronte Creek and Sixteen Mile Creek and fourteen other 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 2011).

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, 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 (Lennox and FItzgerald 1990).

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, 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 Aldershot Mobility Hub Study Area is located in part of Lots 4-8, Concession 1, and part of Lots 5-8, Broken Front, in the Geographic Township of Flamboro East, County of Wentworth.

3.3.1   Township of Flamboro East

The land within Flamboro Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in Flamborough West the same year and in Flamborough East by 1800. Flamborough East was originally known as Geneva Township, due to its location on Burlington Bay which was then called Lake Geneva. These townships were later renamed after a town and a geographical place called Flamborough Head in Yorkshire, England. Flamborough was initially settled by disbanded soldiers, mainly Butler's Rangers, and other Loyalists following the end of the American Revolutionary War. East Flamborough was to have been reserved for the use of French nobility and royalists who fled from France during the "Reign of Terror" but this plan was never carried into effect. The original township was divided into East and West halves by provincial legislation in 1798. By the 1840s, both townships were noted for their excellent land and good farms (Boulton 1805:79; Smith 1846:59; Armstrong 1985:143; Green and Green 1997:1-3; Rayburn 1997:120).

3.3.2   Aldershot

The settlement area of Aldershot was located in close proximity to Plains Road, and Townsend and Shadeland Avenues. In 1791, William Applegarth's family arrived from England and received Crown land on the north shore of the Hamilton Bay in the "Oaklands", east of present-day La Salle Park Road. One of the houses on his property was a cheese factory, later to become a home. It is thought that Applegarth changed their family name to Aldershot. By 1793, the Chisholm and King families arrived in Aldershot. The Chisholm's were a prominent family, one of whom became the first toll collector for Burlington. Plains Road, running through Aldershot, was known as the Hamilton-Nelson toll Road with a toll located at Waterdown Road. Another member of the Applegarth family founded the community of Oakville. In 1801, William Applegarth built a grist mill with his brother John on Grindstone Creek which runs through an area now referred to as Hidden Valley Park. The earliest provision for education in Ontario came from Applegarth's desire to provide children with basic training such as reading, writing and arithmetic. He founded a school in 1831 in Aldershot.

By 1823, the settlement of Aldershot had 11 log houses, 20 frame, three stone or brick homes, and boasted two gristmills, five saw mills, and two merchant shops. In 1830, fruit farming commenced with the arrival of the Gallagher and Emery families. That same year, David Fonger Jr. settled in Aldershot. In the 1840s Brown's Warf was built by Alexander Brown who had a homestead on the property. In 1845, Henry Wyatt acquired part of Lot 5, Broken Front Concession, and the family set aside the northwest corner of their lot for a church which was constructed in 1861. In 1966 the church was demolished and the old stain glass windows were incorporated into the new structure. The cemetery, located in the northeast corner of Lot 6, Broken Front Concession, contains the burials of the many early pioneers, namely Fonger, Gallagher, Rasberry, Read, and Wyatt.

The first post office that opened in 1856 was managed by postmaster Alexander Brown, and later J. Roderick. By the 1860s Aldershot had become a prime supply point for timber, facilitated by a road that linked the area to the industrial part of Waterdown and the farms of Flamboro East. By the 1890s John Rendall Job started the first dairy farm on the east quarter of Lot 1, on Plains Road, and shipped whole milk by train from Burlington to Toronto on a daily basis. In 1913, the Warf was sold by P.W. Brown to the City of Hamilton for a park- later named LaSalle Park in 1926. Brown's home was located where the park pavilion now stands. Aldershot was never incorporated as a village and by the 1960s the community was a part of the Town of Burlington. By the 1960s industry had replaced the once thriving dairy and fruit farming (BPL n.d; Emery 1967; OGS, n.d.).

Aldershot School (n.d) (BPL n.d.)

Brown's Warf ca. 1910- The old boathouse (BHSDC, n.d.)

3.3.3   Transportation Corridors

The Lakeshore West Corridor (LSW), which intersects the study area, 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 Aldershot GO Station was constructed in 1992.

King's Highway 403, which forms the northern boundary of the study area, is a major freeway through Southern Ontario, which connects Mississauga to Woodstock, via Hamilton and Brantford. Going through several stages of construction from 1963 to 1997, it took almost 35 years to complete. Conceptual planning for this highway, however, began in the 1930s.

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 Page & Smith's *Illustrated Historical Atlas of the County of Wentworth* (Figure 2). The illustrated atlas series of maps are useful in that they define the boundaries of land ownership parcels and provide names of landowners (but not settlers *per se*). In the case of this particular map, the locations of notable buildings and farmstead clearings are provided, and the settlement area of Aldershot is identified. The map also indicates that the study area intersects two concession roads, now referred to as Plains Road and Waterdown Road. The majority of buildings depicted on the 1875 map are farmhouses. The map also illustrates the location of a church in Lot 5, Broken Front. The church cemetery is located in the northeast corner of Lot 6, Broken Front. A blacksmith shop and a building that may relate to Brown's Warf are also located in Lot 6. The post office is located in Lot 6, Concession 1, at the junction of Waterdown Road and the rail line. In addition, the Aldershot Brickyard is located in Lot 7, Concession 1.

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

Con #	Lot #	Property Owner(s) (1875)	Historical Feature(s) (1875)
1	4	Caleb Fonger	Homestead and Orchard
1	5	David Fonger Jr.	Homestead and Orchard, GWR
BF	5	David Fonger Jr.	-
BF	5	J. F. Read	Church, Homestead
1	6	Alexander Brown (Freight Forwarder)	Homestead, GWR, Grindstone Creek
1	6	J. Roderick (P.M.)	Post Office, GWR, Grindstone Creek
BF	6	Alexander Brown	Blacksmith, Cemetery, Homestead and Orchard, Building – related to Brown's Warf
1	7	C. Feely	Homestead and Orchard, GWR, Grindstone Creek
1	7	A. Jameson	GWR, Grindstone Creek
1	7	Aldershot Brick-yard	Rail spur from GWR
BF	7	Charles Davidson Oakland's	Homestead and Orchard, Six houses along the Concession Road
1	8	R. Smiley	Schoolhouse, Homestead and Orchard
BF	8	Charles Davidson Oakland's	-

Two topographic maps of the study area, dating from 1909 and 1919, illustrate that there had been some settlement along the above noted transportation routes since 1875 (Figures 3 and 4). The topographic maps depict two additional north-south transportation routes east of Waterdown Road –

part of present-day St. Matthews Avenue and Gallagher Road. Grindstone Creek is presently running through the study area in an east-west direction. In addition, the 1909 map shows more houses were built along Plains Road, with a mixture of brick and frame houses in the study area. The most notable features on the 1909 topographic map are the gravel pits located along the southeast side of the rail. Both topographic maps show the church and cemetery just south of Plains Road, south of the study area. The topographic maps indicate that, by the twentieth century, the post office and other buildings such as a hotel were centered on the crossroads of Waterdown and Plains roads.

The 1931 topographic map demonstrates that relatively little additional development had occurred since 1919 with only a similar rural density spread depicted as in earlier mapping. The rate of development, however, seemed to have increased over the next twenty years and by 1954 (Figure 6), the study area featured additional residential and industrial development.

The topographic map dating from 1984 indicates the study area had been drastically developed since the early twentieth century (Figure 7). The map shows industrial development in the vicinity of Plains Road and Howard Road. There was substantial residential infill in the study area, predominately south of Plains Road. South of Townsend Avenue houses were built utilizing the natural terrain, by building along the upper banks of valleys containing watercourses leading into Burlington Bay. The map also labels a cemetery and a motel along Plains Road. North of Plains Road, the 1984 topographic map shows two plants, one of which is labeled a cement plant. There are also some structures around the rail line.

In summary, historical mapping does show that there was significant expansion within the community of Aldershot in the twentieth century. The map review suggests that the main settlement area of Aldershot may no longer be visible in the dense urban landscape. Features related to the historical settlement, however, may still be extant. 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 the study area transitioned from a rural agricultural landscape into an urban landscape with pockets of industry.

Figure 2: The study area overlaid on the 1875 map of the Township of Flamboro East
Base Map: *Historical Atlas of the County of Wentworth, Ont* (Page & Smith 1875)

Figure 3: The south section of the study area overlaid on 1909 NTS mapping

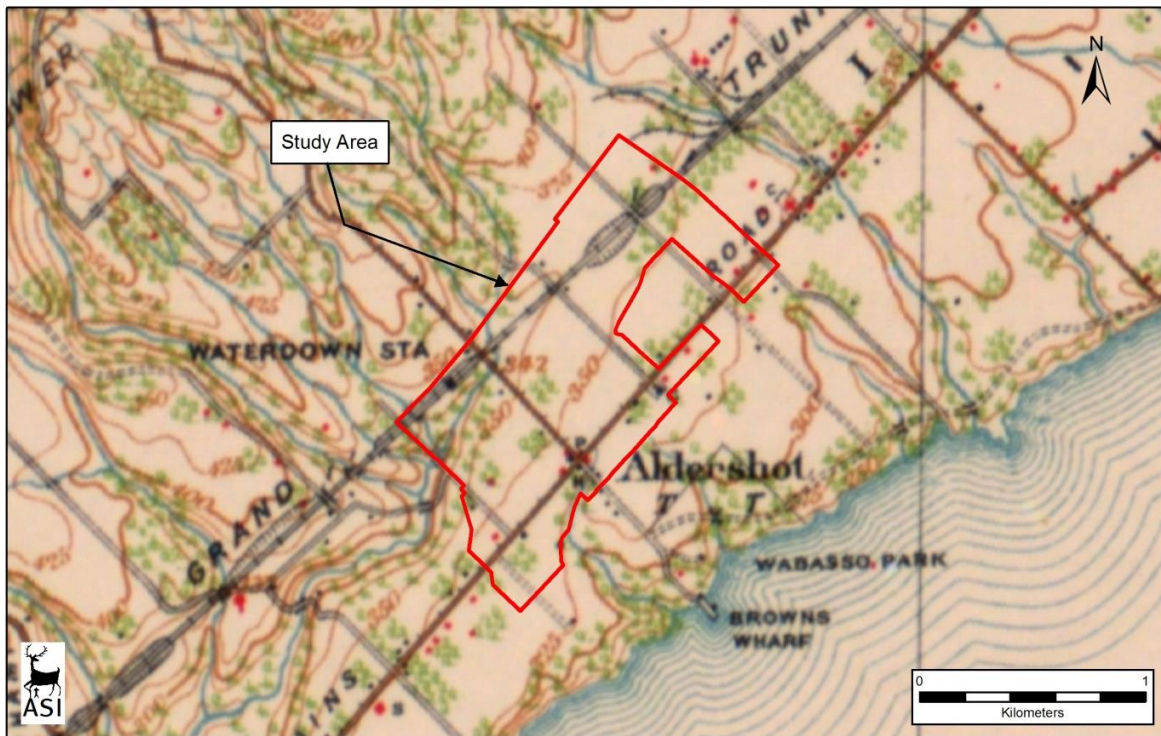Base Map: NTS Sheet 30M/5 (Department of Militia and Defense 1909)

Figure 4: The study area overlaid on 1919 NTS mapping

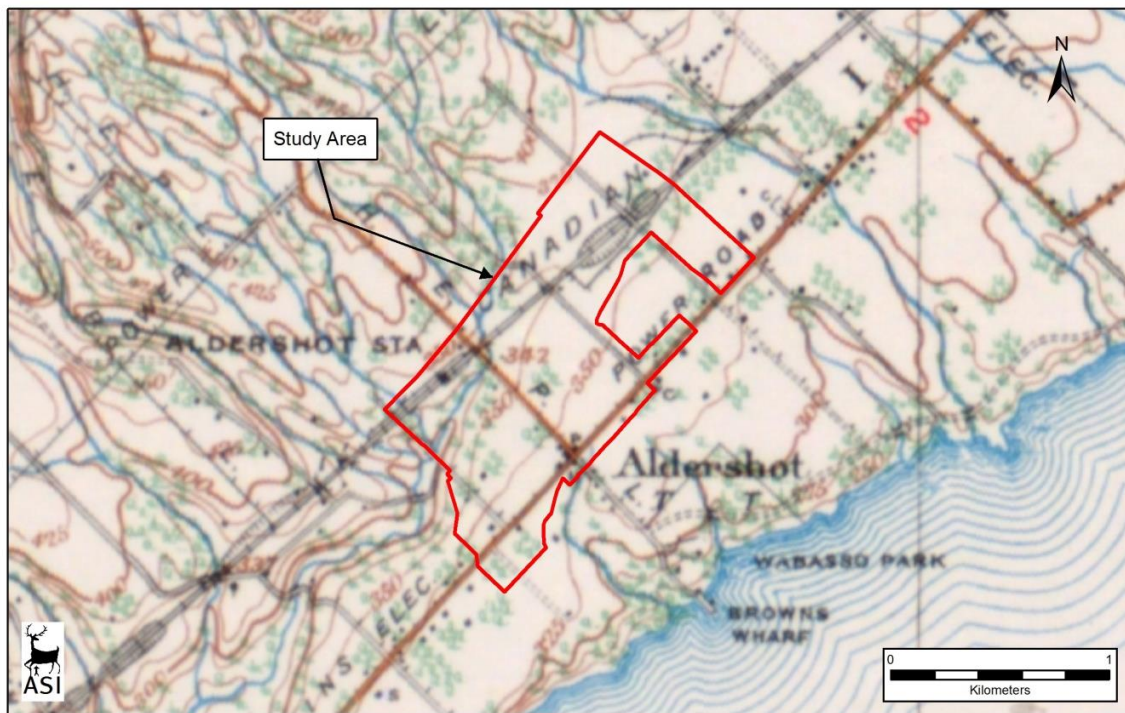Base Map: NTS Sheet 30M/5 (Department of Militia and Defense 1919)

Figure 5: The study area overlaid on 1931 NTS mapping

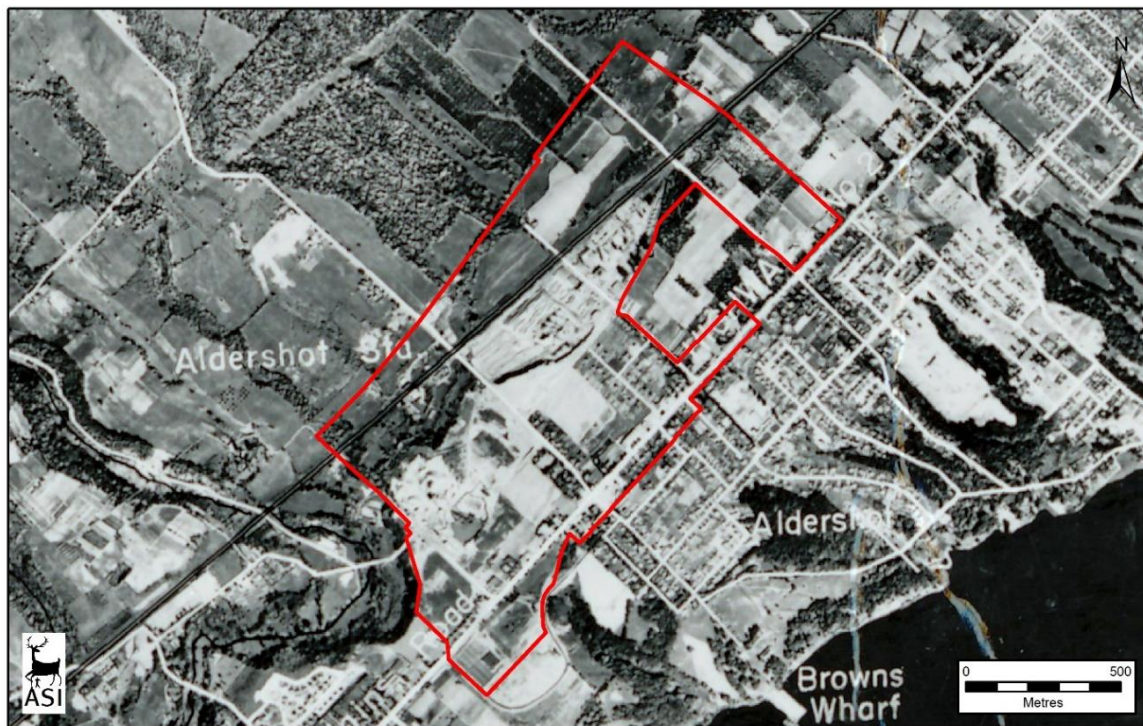Base Map: NTS Sheet 30M/5 (Department of National Defense 1931)

Figure 6: The study area overlaid on 1954 aerial photograph of Aldershot

Figure 7: 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 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 a list of designated properties and Type 'A" listed properties within the Aldershot
Mobility Hub Study Area, and indicated that Type B, C, and D properties have been removed from the

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[1] Reviewed 09 May 2017
[2] Reviewed 09 May 2017
[3] Reviewed 09 May 2017
[4] Reviewed 09 May 207 (https://www.burlington.ca/en/live-and-play/places-of-worship.asp)
[5] Reviewed 09 May 2017 (http://www.haltonpeel.ogs.on.ca/h/ne22.htm)
[6] Reviewed 09 May 2017 (http://www.historicplaces.ca/en/pages/about-apropos.aspx)
[7] Reviewed 09 May 2017 (http://www.pc.gc.ca/apps/dfhd/search-recherche_eng.aspx)
[8] Reviewed 09 May 2017 (http://www.heritagetrust.on.ca/en/index.php/property-types/easement-properties)
[9] Reviewed 09 May 2017 (http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide.aspx)
[10] Reviewed 09 May 2017 (www.ontarioplaques.com)
[11] Reviewed 09 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).

4.1   Aldershot 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 consists of various properties and roadways within an area generally defined as being bounded by the Highway 403 to the northwest, Plains Road to the southeast, Daryl Drive to the southwest, and just northeast of Gallagher Road. Through the south portion of the study area, Plains Road is a mixed-use area with commercial, residential and religious properties (Figure 8 to Figure 11). The north portion of the study area contains the Aldershot GO Station. Highway 403 extends beyond the north boundary of the study area, while residential neighbourhoods are located beyond the south boundary of the study area.

Figure 8: Plains Road East, looking south (ASI 2019)

Figure 9: Plains Road East, looking north (ASI 2019)

Figure 10: Waterdown Road, looking east (ASI 2019)

Figure 11: Intersection of Waterdown Road and Plains Road, looking south (ASI 2019)

Figure 12: Clearview Avenue, looking north (ASI 2019)

Figure 13: St. Matthews Avenue, looking northwest (Google 2018)

4.2   Aldershot Mobility Hub Study Area – Identified Cultural Heritage Resources

A review of available federal, provincial and municipal heritage registers and inventories revealed that four cultural heritage resources were previously identified within and/or adjacent to the study area. The field review undertaken on 5 February 2019 identified three additional potential cultural heritage resources, all built heritage resources, within the study area. Table 2 lists the identified cultural heritage resources[12] and Section 8 provides location mapping of these features. Table 3 in Appendix A provides additional information regarding cultural heritage resources identified *within* the study area, including photographs.

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

Feature	Location/Name	Recognition	Description/Comments
CHR 1	126 Plains Road East (adjacent to study area)	Municipal Register of Cultural Heritage Resources; Place of Worship	St. Matthew's Church and Cemetery
CHR 2	192 Plains Road East (outside study area boundary)	Municipal Register of Cultural Heritage Resources	Residence
CHR 3	242 Plains Road East (adjacent to study area)	Municipal Register of Cultural Heritage Resources	Residence
CHR 4	241 Plains Road East (outside study area boundary)	Designated under Part IV of the OHA; Canadian Inventory of Heritage Buildings (1971)	Residence; John Gallagher House
BHR 1	62 Plains Road East (within study area)	Identified during field review	Residence
BHR 2	66 Plains Road East (within study area)	Identified during field review	Residence
BHR 3	1063 Waterdown Road (within study area)	Identified during field review	Residence

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[12] When conducting background research to identify known cultural heritage resources, listed/designated properties are assigned a CHR number. Typically, resources are then classified as built heritage resources (BHR) and cultural heritage landscapes (CHL) following field review. Field review for this project was limited to the area within the study area boundary. As such, known CHRs located outside of the study area boundary were not reviewed for further classification and so remain labelled as CHRs.

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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. The results revealed the study area has a rural land use history specializing in dairy and orchards. The topographic maps show a number of early twentieth century residential structures were introduced along the historical transportation route, Plains Road, but generally the core of the landscape had been minimally altered. By the late twentieth century the study area had become urban and the landscape no longer maintained its rural character.

At present, the City of Burlington's Municipal Heritage Register lists four cultural heritage resources within and/or adjacent to the Aldershot Mobility Hub study area. While several historical structures and features are depicted in 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. Three additional potential built heritage resources within the Aldershot Mobility Hub study area were identified through fieldwork.

5.1   Conservation of Built Heritage Resources and Cultural Heritage Landscapes

The future redevelopment and intensification of the Aldershot 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 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.   At present, the City of Burlington's Municipal Heritage Register lists four cultural heritage resources within and/or adjacent to the Aldershot Mobility Hub study area. Three additional potential built heritage resources within the Aldershot Mobility Hub study area were identified through fieldwork. The Aldershot 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 Aldershot 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 Aldershot 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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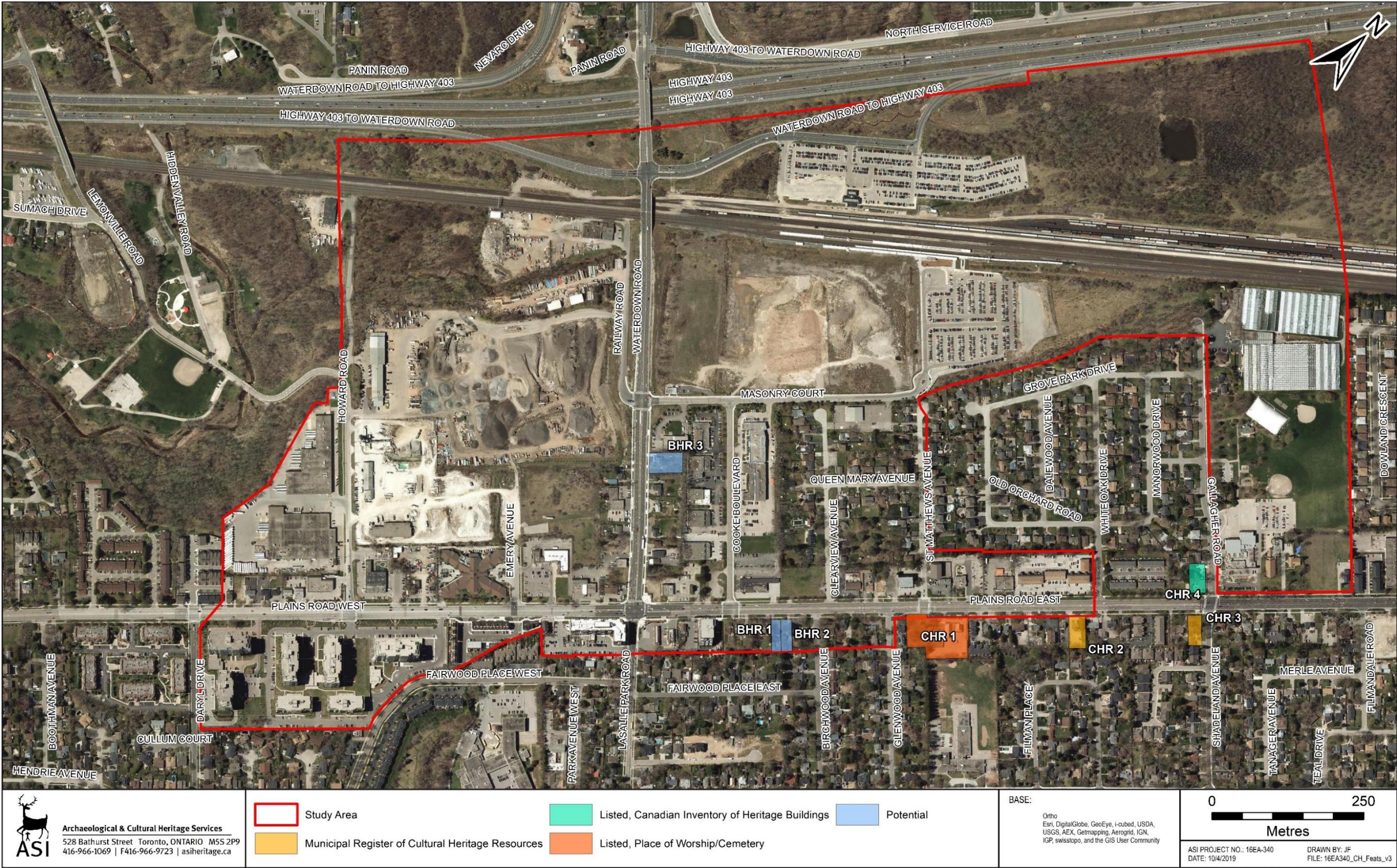## 7.0   CULTURAL HERITAGE RESOURCE LOCATION MAPPING

Figure 14: Location of Cultural Heritage Resources within and/or Adjacent to the Aldershot Mobility Hub Study Area

APPENDIX A: Potential Cultural Heritage Resources within the Aldershot Mobility Hub Study Area

Table 3: Potential Cultural Heritage Resources within the Aldershot Mobility Hub Study Area

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
BHR 1	62 Plains Rd East	Identified during field review	Residence	Design/Physical: Two-storey red-brick residential building with Arts and Crafts influences with mature trees throughout the property. Historical: Identified in 1954 aerial photography. Context: Residential property within primarily residential and mixed-use area.		An HIA should be conducted to determine the specific heritage sgnificance of this property and establish a conservation plan and appropriate mitigation measures as neeeded.
BHR 2	66 Plains Rd East	Identified during field review	Residence	Design/Phsyical: One-and-a-half storey residential building with central dormer and front porch addition, set back from Plains Road East. Surrounded by mature trees. Historical: Identified on the 1919 National Topographic Map. Context: Residential property within primarily residential and mixed-use area.		An HIA should be conducted to determine the specific heritage sgnificance of this property and establish a conservation plan and appropriate mitigation measures as neeeded.

Feature	Address/Location	Heritage Recognition	Resource Type	Description	Photograph(s)	Next Step(s)
BHR 3	1063 Waterdown Road	Identified during field review	Residence	Design/Physical: Two-and-a-half storey red-brick residential building with Arts and Crafts-influences, surrounded by mature trees. Historical: Identified on the 1931 National Topographic Map Context: Residential property within mixed-use area.		An HIA should be conducted to determine the specific heritage sgnificance of this property and establish a conservation plan and appropriate mitigation measures as neeeded.