

Final Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes

Highway 400 – Highway 404 Link (Bradford Bypass)

Ontario Ministry of Transportation

60636190

November 2, 2023

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0C	2022-06-24	AECOM	Internal Review Comments
1	2022-10-20	AECOM	MTO Comments (RV1)
2	2023-01-19	AECOM	MTO Comments (RV2)
3	2023-03-09	AECOM	MTO Comments (RV3)
4	2023-07-07	AECOM	MTO and MCM Comments (RV4)
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6	2023-09-27	AECOM	Revised CHRAR
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Ontario Ministry of Transportation

*Final Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes
Highway 400 – Highway 404 Link (Bradford Bypass)*

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Executive Summary

The Ontario Ministry of Transportation (the Ministry) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the future Highway 400 – Highway 404 Link (Bradford Bypass). The Bradford Bypass (the project) is being assessed in accordance with Ontario Regulation 697/21 (the Regulation). While O. Reg. 697/21 does not set out specific requirements for built heritage resources and cultural heritage landscapes, the *Standards and Guidelines for Conservation of Provincial Heritage Properties*, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA), still apply. This Cultural Heritage Resource Assessment Report (CHRAR) is in accordance with the Ministry's cultural heritage conservation process and addresses the Ministry's obligations under the OHA S&Gs to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. This CHRAR will inform the analysis of environmental conditions being completed for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.

The Bradford Bypass is a proposed 16.3 kilometre, four lane, controlled access freeway that will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury, cross a small portion of King Township, and connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project also includes the Preliminary Design for the replacement of the 9th Line structure on Highway 400, which will accommodate the proposed future ramps north of the Bradford Bypass. The Ministry is considering an interim two-lane configuration and an ultimate four-lane design for the Bradford Bypass. The interim condition will include two general purpose lanes in each direction and the ultimate condition will include four lanes in each direction (one high-occupancy vehicle lane and three general purpose travel lanes in each direction). The interim and ultimate design for the proposed corridor interchange designs are being reviewed as the project progresses. This CHRAR and its findings are based on the project footprint identified within this CHRAR (see Section 2). Should the footprint change or be modified in any way, a review of the changes shall be undertaken, and the CHRAR updated to reflect the changes, impacts, mitigation measures, and any commitments to future work.

In accordance with Ontario Regulation 697/21, the current study proposes Preliminary Design refinements to the previously identified Technically Preferred Route (approved in 2002) as a result of changes to the environmental conditions and based upon design standard updates to freeway interchanges and grade separated crossings at local roads and watercourses, including new bridges over the Holland River and Holland River East Branch.

In August 2019, the Ministry approved the re-initiation of design activities for the Bradford Bypass. In advance of the current Preliminary Design assignment, AECOM completed preparatory work for an Engineering Design Update which included an assessment of environmental existing conditions. The preparatory work included background data collection through secondary sources (desktop surveys), to update the technical information related to specific environmental disciplines, including cultural heritage. The background data was collected within the Study Area defined for the 1997 Environmental Assessment approved Bradford Bypass, plus a buffer area beyond the MTO right-of-way limits of 500 metres. This study area was identified as the Route Planning Study Area (2019-2020). Based on the findings of this background data collection an update to the environmental commitments to future work was developed and will be carried forward throughout the Preliminary Design.

To fulfill the cultural heritage component of the 2019 preparatory work for the Engineering Design Update, AECOM completed a report called the *Cultural Heritage Resource Assessment Report – Final: Built Heritage Resources & Cultural Heritage Landscapes, 2020* (CHRAR). The objective of the 2020 version of the CHRAR was to identify known built heritage resources and cultural heritage landscapes (BHRs and CHLs) via a desktop review of properties located

within the Route Planning Study Area to help with the initial development of revised route planning for the project. This CHRAR represents a revision of the 2020 CHRAR and supersedes its findings.

The CHRAR records the identification of existing cultural heritage conditions within the Study Area and preliminary assessment of potential impacts from proposed project activities which was used to assist the Ministry with development of the Preliminary Design for the project and to inform the Environmental Conditions Report and Environmental Impact Assessment Report. All known and potential BHRs and CHLs located within the Study Area are identified, potential impacts from the Updated Technically Preferred Route are assessed and recommendations for project alternatives to avoid or reduce adverse impacts, mitigation strategies and next steps are provided in the CHRAR (e.g. the CHRAR may recommend an adjustment to the route to avoid impacts to a known or potential BHR or CHL, completion of a Cultural Heritage Evaluation Report or Heritage Impact Assessment, etc.).

The CHRAR identified a total of eighteen (18) potential BHRs and CHLs, including four (4) BHRs and fourteen (14) CHLs. The properties, potential impacts, and recommended next steps are summarised in **Table ES-1** and **Table ES-2**.

The Ministry will complete the recommended CHERs and HIAs to inform decisions that may affect properties that are determined by the Ministry to be provincial heritage properties prior to initiating any actions that may affect the CHVI of a provincial heritage property. The recommended next steps are as follows:

1. **Further Assessment Required:** Properties that have been identified with known or potential CHVI, and that have not been evaluated previously by the Ministry will require further evaluation if they may be adversely impacted by the Updated Technically Preferred Route. This will require the completion of a CHER. CHERs will be undertaken by Qualified Person(s) and will be made available to interested parties on request. (see **Table ES-1**). Properties identified as provincial heritage properties (PHP)¹ and provincial heritage properties of provincial significance (PHPPS)² will be included on the list of provincial heritage properties maintained by MCM (provision B.3 of the OHA S&Gs).

Table ES-1: Summary of the Preliminary Impact Assessment and Next Steps – CHERs

Feature ID	Location/Address	Heritage Recognition (2022)	Preliminary Impact Assessment	Next Steps
BHR 5	3412 8 th Line, Bradford West Gwillimbury	Listed on municipal heritage register	Direct – Substantial property disruption, no displacement	CHER
CHL 6	21138 Leslie Street, East Gwillimbury	Listed on municipal heritage register	Direct – Displacement	CHER
CHL 8	3521 9 th Line, Bradford West Gwillimbury	Listed on municipal heritage register	Direct – Substantial property disruption, no displacement	CHER
CHL 10	2779 9 th Line	Listed on municipal heritage register	Direct – Substantial property disruption, no displacement	CHER

¹ 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.

² Provincial heritage property of provincial significance means provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

Feature ID	Location/Address	Heritage Recognition (2022)	Preliminary Impact Assessment	Next Steps
CHL 11	2673 9 th Line	Potential CHVI (No existing heritage recognition)	Direct – Substantial property disruption, no displacement	CHER
CHL 17	Holland River Watershed	Potential CHVI (No existing heritage recognition)	Direct – Substantial property disruption, minor displacement	CHER

2. **Heritage Impact Assessment (HIA):** For properties that have been determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, it is recommended that an HIA is prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI (**Table ES-2**). HIAs will be undertaken by qualified person(s), will be provided to MCM for review and comment, and will be made available to interested parties on request. HIAs will follow Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties (MCM, 2017). At time of reporting, the following property has been determined by the Ministry to be a Provincial Heritage Property (PHP) and is anticipated to be adversely impacted by the Updated Technically Preferred Route, therefore, an HIA is recommended as the next step. (see **Table ES-2**).

Table ES-2: Summary of the Preliminary Impact Assessment and Next Steps - HIAs

Feature ID	Location/Address	Heritage Recognition (2022)	Preliminary Impact Assessment	Next Steps
BHR 3	2948 Yonge Street, Bradford West Gwillimbury	No previous heritage recognition. Provincial Heritage Property (PHP): Determined by the Ministry to meet the criteria in O. Reg. 9/06 of the <i>Ontario Heritage Act</i> based on the recommendations made in the Cultural Heritage Evaluation Report: 2948 Yonge Street (AECOM, 2022).	Direct – Isolation from surrounding environment, displacement	HIA

3. In accordance with F.5 of the S&Gs, if the Ministry determines that a property is a provincial heritage property of provincial significance, the Ministry will obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Ministry acknowledges that the Minister may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.
4. Should there be changes to the Updated Technically Preferred Route, a Qualified Person(s) should assess whether they will affect the assessment of existing heritage conditions and preliminary impacts and provide advice on any required revisions to the recommendations in this CHRAR.

For all known or potential BHRs and CHLs that have been identified within the Updated Technically Preferred Route Study Area (**Table 3**), general mitigations measures have been developed including the following:

1. Construction activities should be suitably planned and undertaken to avoid impacts including but not limited to:
 - Informing construction crews of the location of known or potential BHRs and CHLs
 - Confining construction related activities to the proposed ROW
 - Establishing no-go zones and procedures to avoid impacts

2. To ensure all known and potential BHRs and CHLs listed in **Table 3** are not adversely indirectly impacted by mechanical vibration during construction, a construction vibration assessment should be developed. Should the construction vibration assessment determine that the structure(s) or landscape features within the known or potential BHRs and CHLs are subject to potential adverse impacts due to vibration, it is recommended that a vibration monitoring plan should be prepared, and mitigation measures implemented to lessen vibration impacts related to construction.

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1. Introduction

The Ontario Ministry of Transportation (the Ministry) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the future Highway 400 – Highway 404 Link (Bradford Bypass). The Bradford Bypass (the project) is being assessed in accordance with Ontario Regulation 697/21 (the Regulation). While O. Reg. 697/21 does not set out specific requirements for built heritage resources and cultural heritage landscapes, the Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010 (S&Gs) issued under section 25.2 of the Ontario Heritage Act (OHA), still apply³. This Cultural Heritage Resource Assessment Report (CHRAR) is in accordance with the Ministry's cultural heritage conservation process and addresses the Ministry's obligations under the OHA S&Gs to identify known and potential built heritage resources and cultural heritage landscapes within the Study Area, assess potential impacts and project alternatives and recommend mitigations and next steps. This CHRAR will inform the analysis of environmental conditions being completed for this project and recorded in the Environmental Conditions Report and the Environmental Impact Assessment Report.

The Bradford Bypass is part of Ontario's plan to expand highways and public transit across the Greater Golden Horseshoe to fight congestion, create jobs and prepare for the massive population growth expected in the next 30 years. Simcoe County's population is expected to increase to 416,000 by 2031, with the Regional Municipality of York growing to 1.79 million by 2041. The Bradford Bypass has been proposed as a response to this dramatic growth in population and travel demand in the area and the forecasted increase in congestion on key roadways linking Highway 400 to Highway 404.

The Bradford Bypass is a proposed 16.3 kilometre, four lane, controlled access freeway that will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury, cross a small portion of King Township, and connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project also includes the Preliminary Design for the replacement of the 9th Line structure on Highway 400, which will accommodate the proposed future ramps north of the Bradford Bypass. The Ministry is considering an interim two-lane configuration and an ultimate four-lane design for the Bradford Bypass. The interim condition will include two general purpose lanes in each direction and the ultimate condition will include four lanes in each direction (one high-occupancy vehicle lane and three general purpose travel lanes in each direction). The interim and ultimate design for the proposed corridor interchange designs are being reviewed as the project progresses. The CHRAR and its findings are based on the project footprint identified within this CHRAR. Should the footprint change or be modified in any way, a review of the changes shall be undertaken, and the CHRAR updated to reflect the changes, impacts, mitigation measures, and any commitments to future work.

2. The Study Area

2.1 Study Area Background

The following sections summarize the evolution of the project's Study Area which reflects the development of the project over time.

³ *The Standards & Guidelines for the Conservation of Provincial Heritage Properties came into force in 2010. MTO, as a provincial ministry, must comply with the Standards & Guidelines for the Conservation of Provincial Heritage Properties. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.*

2.2 Route Planning and Environmental Assessment Study (1992 – 1997)

The Environmental Assessment Report (McCormick Rankin Corporation, 1997) was prepared to document the environmental assessment process for the route selection, right-of-way designation and future commitments for the Highway 400-Highway 404 Link. The original Route Planning Study addressed several transportation problems which were identified in the northern part of York Region and the southeastern part of Simcoe County. The identified problems were related to the Ministry's mandate to provide for the safe, efficient movement of people and goods between regions and urban areas.

The analysis of municipal development plans indicated that there will be a continuation of dramatic growth in travel demand, which has been characteristic of Simcoe County and York Region for many years. This growth continues to contribute to congestion on key roadways linking Highway 400 to the extension of Highway 404. At the time of the Route Planning Study and Environmental Assessment, the approved plans to upgrade regional roads were only expected to accommodate a fraction of this travel demand. Alternative transportation solutions to regional road widening were therefore warranted. As part of the Route Planning Study and Environmental Assessment, key problem areas included: traffic, road discontinuities, future demand growth implications, and lack of long-term plan. The original study considered the need for relief of congestion and protection of property for the future transportation right-of-way.

The Route Planning Study identified a Technically Preferred Route for the project. A Notice of Approval to proceed with the undertaking was issued by the Minister of Environment and Energy (currently the Ministry of the Environment, Conservation and Parks) on August 28, 2002. Fifteen conditions were issued as part of the approvals process. The 2002 Approved Environmental Assessment Report and many of the approval conditions have been incorporated into the process set out in the Regulation (O. Reg. 697/21).

The Study Area was identified for assessment of potential impacts of the project in the 2002 Approved Environmental Assessment.

2.3 Preliminary Design Preparatory Work for Design Updates, Environmental Technical Updates and Permission to Enter (2019-2020)

In August 2019, the Ministry approved the re-initiation of design activities for the Bradford Bypass. In advance of the current Preliminary Design assignment, AECOM completed preparatory work relating to updating environmental existing conditions and engineering design. AECOM also initiated the process for securing Permission to Enter for field investigations.

The engineering design update involved a review of the highway geometrics for the project that were developed as part of the Route Planning Study. Through the engineering update, alternatives to modify the design in accordance with current ministry safety and engineering design standards were identified and were further evaluated in the selection of preferred alternatives.

The environmental technical update consisted of background data collection through secondary source desktop studies to update the technical information related to specific environmental disciplines based on the 2002 Approved Environmental Assessment Study Area, plus a buffer area beyond the Ministry's right-of-way limits. The updated disciplines included: Archaeology, Built Heritage, Fisheries, Groundwater, Land Use Factors, Terrestrial Ecosystems, and Waste and Contamination. Based on the findings of the update work, an update to the environmental commitments to future work was noted and is being carried forward throughout the Preliminary Design phase.

To fulfill the cultural heritage component of the 2019 preparatory work for the Engineering Design Update, AECOM completed a report called the *Cultural Heritage Resource Assessment Report – Final: Built Heritage Resources & Cultural Heritage Landscapes, 2020*. The objective of the 2020 version of the CHRAR was to identify known built heritage resources (BHRs) and cultural heritage landscapes (CHLs) via a desktop review of properties located within the Route Planning Study Area to help with the initial development of revised route planning for the project. This CHRAR represents a revision of the 2020 CHRAR and supersedes its findings. This revised version of the CHRAR identifies all known and potential BHRs and CHLs located within the refined Study Area of the Updated Technically Preferred Route.

2.4 Ontario Regulation 697/21 – Project-Specific Assessment of Environmental Impacts (2021 – ongoing)

The Ministry retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the proposed Bradford Bypass. The Bradford Bypass is being assessed in accordance with Ontario Regulation 697/21. Ontario Regulation 697/21 provides a defined framework for the Ministry to assess environmental impacts and make decisions for the project.

2.5 The CHRAR Study Area

As part of the update to the existing environmental conditions for the project, discipline specific study areas were developed to account for the potential impacts from the project.

Interchange and Alignment Alternatives

This CHRAR includes a record of the review of impacts to known and potential BHRs and CHLs from the proposed interchange and alignment alternatives that were assessed in advance of the selection of the Updated Technically Preferred Route (Recommended Plan) (**Figure 6**).

Alternatives include the following:

- Bathurst Street Interchange [Bathurst Alternative 1 (Preferred), 2, and 3]
- Holland River East Branch [East Holland River Alternative 1 (Base Case) 2 (Preferred) and 3]
- Leslie Street Interchange [Leslie Street Interchange 1 (Preferred) and 2]
- Hydro Tower Alignment [Alternative 1, 2 (Preferred) and 3]
- Highway 400 Freeway to Freeway Interchange [Hwy 400 Alternative 1, 2, 3 (Preferred) and 4]
- Highway 404 Freeway to Freeway Interchange [Hwy 404 Alternative 1 (Preferred), 2, 3 and 4]
- 10th Sideroad Interchange [10th Sideroad Alternative 1 (Preferred), 2 and 3]
- Between 10th Sideroad and County Road 4 Alignment [Alternative 1, 2 (Preferred), 3]
- 2nd Concession Road Interchange 2nd Concession [Alternative 1 (Preferred), 2 and 3].

Updated Technically Preferred Route

The Study Area for the CHRAR is based on the evolution of the project and its Study Area from 1997 to the present. On September 12, 2022, the Preferred Alternatives were selected and the Updated Technically Preferred Route was produced. The Study Area used for the CHRAR encompasses the Updated Technically Preferred Route, which includes the design and Proposed Ministry ROW, and an additional 50 metre study zone on either side of the Updated Technically Preferred Route. The Study Area allows for the assessment of potential adverse impacts to known and potential BHRs and CHLs from the Updated Technically Preferred Route to inform the development of

recommendations for project alternatives to avoid or reduce impacts and propose mitigations and next steps. The CHRAR Study Area is presented on **Figure 1** and **Figure 2**.

The 50-metre buffer was added to either side of the Updated Technically Preferred Route based on an understanding of potential indirect impacts, including the potential for vibration impacts associated with the construction activities and the transportation of construction materials and personnel. The use of a 50-metre buffer was determined to encompass a wide enough buffer zone to define the distance at which there may be potential for indirect impacts resulting from the project. Therefore, the 50-metre buffer is adequate to capture all potential adverse impacts from the Updated Technically Preferred Route on known and potential BHRs and CHLs.



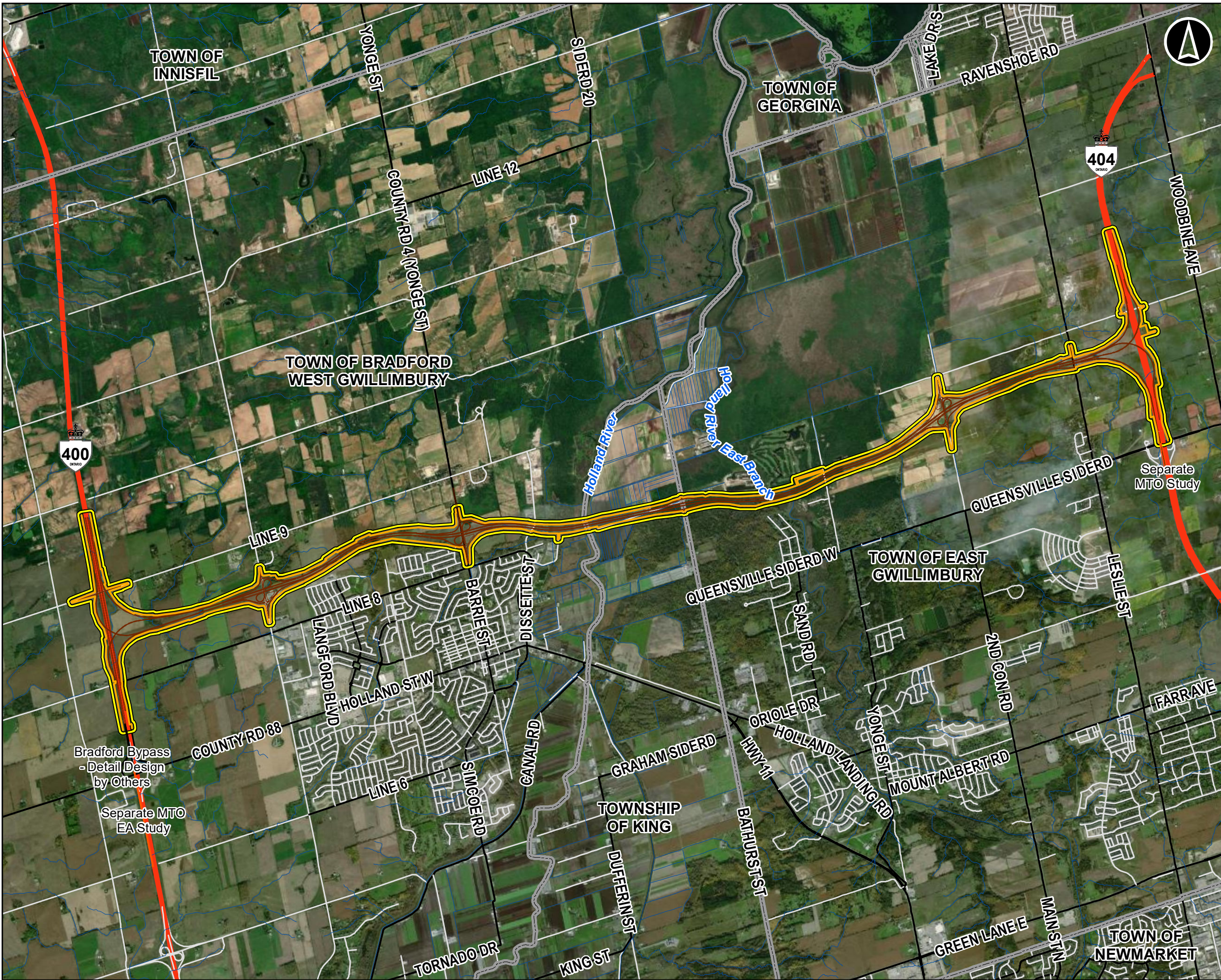
Legend

- ★ Site Location
- ▭ Municipality Boundary
- ▭ CHRAR Study Area
- Bradford Bypass - MTO Right-Of-Way
- Bradford Bypass Preliminary Design
- Separate MTO EA Study

0 500 1,000 2,000 3,000
Meters

Highway 400 – Highway 404 Link (Bradford Bypass)		
Location of Study Area		
Feb 2023	1:55,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: MNR, ESRI
	V: Study Area	Figure 1
AECOM		
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 Project: 20230227



Legend

- ★ Site Location
- Watercourse
- Freeway
- Arterial and Collector Roads
- Other Roads
- CHRAR Study Area
- Municipality Boundary
- Bradford Bypass - MTO Right-Of-Way
- Bradford Bypass Preliminary Design
- Separate MTO EA Study

0 500 1,000 2,000 3,000
Meters

Highway 400 – Highway 404 Link (Bradford Bypass)

Location of the Study Area on Satellite Imagery		
Feb 2023	1:55,000 <small>* when printed 11"x17"</small>	Datum: NAD 1983 UTM Zone 17N Source: MNR, ESRI
V: Study Area		Figure 2

AECOM

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3. Methodology

3.1 Key Tasks

AECOM has prepared this CHRAR in accordance with the *Standards and Guidelines for Conservation of Provincial Heritage Properties*, 2010 issued under section 25.2 of the *Ontario Heritage Act* (OHA). Preparation of the report was guided by the Ministry's cultural heritage conservation policy and process as described in the Ministry's Environmental Guide for Built Heritage and Cultural Heritage Landscapes, 2007, and the Terms of Reference for the revised CHRAR provided to AECOM by the Ministry for this project. Other guidance documents prepared by MCM and the Ministry were also referenced in the preparation of this report including, but not limited to:

- MCM's Ontario Heritage Tool Kit (2006)
- MCM's Criteria for Evaluating Built Heritage Resources and Cultural Heritage Landscapes, 2022
- MTO's Bridge Screening Form and Structural Culvert Screening Form
- MCM Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties, 2017

The following tasks were undertaken to complete this report:

- A review of municipal, provincial, and federal heritage registers and inventories, including:
 - Bradford West Gwillimbury Municipal Heritage Register (updated: 2020)
 - Township of King Municipal Heritage Register (updated: N/A)
 - Town of East Gwillimbury: Register of Properties of Cultural Heritage Value or Interest (updated: June 2021).
- Review of appropriate background documents including:
 - *Environmental Assessment Report One-Stage Submission: Highway 400-Highway 404 Extension Link (Bradford Bypass)*. W.P. 377-90-00 (McCormick Rankin Corporation, December 1997)
 - Desktop *Cultural Heritage Resource Assessment Report – Final: Built Heritage Resources & Cultural Heritage Landscapes* (AECOM, February 2020)
 - Stage 1 Archaeological Assessment – Highway 400 – Highway 404 Link (Bradford Bypass) DRAFT (February 2020)
 - *Heritage Register Review: Town of East Gwillimbury, Ontario* (ASI 2021)
 - *Marine Archaeological Assessment East Holland River Adjacent to Lot 118, Concession 1, West of Yonge St. Town of East Gwillimbury Regional Municipality Revised Report* (January 2022).
- AECOM contacted heritage planning staff at the Town of Bradford-West Gwillimbury, the Town of East Gwillimbury, and the Township of King (see **Table 1**).
- A review of available online historic mapping;
 - *1860 Tremaine's Map of the County of York, Canada West*
 - *Hogg's Map of the County of Simcoe, 1871*
 - *1878 Illustrated Historical Atlas of the County of York*
 - *1881 Illustrated Historical Atlas of the County of Simcoe*
 - *1928 National Topographic Series* map (Alliston sheet)
 - *1929 National Topographic Series* map (Newmarket Sheet).
- The Study Area was screened to identify known and potential BHRs and CHLs through review of the following online searchable databases including:
 - Ontario Heritage Trust Conservation Easements

- Ontario Heritage Trust's Places of Worship Inventory
- Ontario Heritage Trust's Provincial Plaque Program
- Ontario Heritage Trust's Ontario Heritage Act Register
- Ontario Historical Society's Ontario Heritage Directory and Map
- Ontario Genealogical Society's Ontario Cemetery Index
- Parks Canada's National Historic Sites
- Parks Canada's The Canadian Register of Historic Places on Canada's Historic Places website
- Parks Canada's Directory of Federal Heritage Designations;
- Canadian Heritage River System website
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites.

A field review was conducted on April 7, 2022, by Liam Smythe, Cultural Heritage Specialist (AECOM) and on September 9, 2022, by Liam Ryan, Cultural Heritage Planner (AECOM) to document the existing heritage conditions of the Study Area. A table with a list of known and potential BHRs and CHLs was prepared for this CHRAR (**Table 3**). The table describes each property identified as a known or potential BHR or CHL including its location, a photograph, and basic background research information collected and a description of the current condition and features of each property based on observations during field review with views visible from the ROW and from the properties themselves where permission to enter (PTE) was available. Where one exists, a statement of cultural heritage value has been included in the description, if current observations of the property, research and professional judgement determined the statement was accurate.

A preliminary impact assessment based on MCM *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties, 2017* was undertaken to assess potential property-specific impacts to known and potential BHRs and CHLs within the Study Area. Recommendations are provided for preliminary mitigation and next steps in the process (see **Section 7.2**).

3.2 Screening for Known and Potential Cultural Heritage Value or Interest

For this CHRAR, screening for known and potential cultural heritage value or interest (CHVI) within the Study Area was supported by field review, agency consultation, and background research including reviewing municipal, provincial and federal heritage databases, historical maps, and aerial photographs (see **Section 3.3** for community engagement details).

Cultural heritage resources in this CHRAR are classified and defined as either BHRs or CHLs, according to the following definitions provided from the *Standards and Guidelines for Conservation of Provincial Heritage Properties, 2010* issued under section 25.2 of the OHA:

- **Built Heritage Resource (BHR)** – means one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, 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.
- **Cultural Heritage Landscape (CHL)** – means a defined geographical area of heritage significance that human activity has modified and that a community values. Such an area involves a grouping(s) 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, main streets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

This CHRAR screens for known or potential BHRs and CHLs by employing a 40-year threshold. Use of a 40-year-old threshold is an indicator that a property may be of CHVI. While identification of a property that is 40 years old or older does not confer outright heritage significance, this threshold provides a means to collect information about resources that may retain CHVI. Similarly, if a property is less than 40 years old, this does not preclude it from having CHVI.

In addition to the 40-year threshold, research and data collection as described above, professional knowledge and expertise were employed to complete screening in accordance with the MCM’s *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* and MTO’s *Bridge Screening Form and Structural Culvert Screening Form*.

Known and potential BHRs and CHLs identified within the Study Area are mapped in **Appendix A, Figure 6** and **Appendix A, Figure 7**. The following explanatory notes provide additional clarification on the information contained in the Appendices:

- Each known or potential BHR or CHL was assigned an identification number, which identifies it as either a BHR or CHL
- Known and potential BHRs and CHLs were identified by their property boundaries
- The municipal address locates a known or potential BHR or CHL
- A brief description of each known or potential BHR or CHL is provided, and generally consists of observable physical features, any preliminary historical research and relevant property information, as available, including but not limited to:
 - construction data e.g., architectural style, date(s) of construction, architect, builder etc.
 - structures on the property e.g., bridge, culvert, bank barn, 2 storey house, concrete silo, drive shed, windmill, grist mill, dairy, garage etc.
 - landscape features - cast iron fence, paddock, formal garden, fishing weir, in-ground pool, orchard, woodlot, parking pad, stone gates, light standards, burial mounds, paths etc.
- Heritage recognition refers to a property’s protection or heritage status that has been recognized by another party, including but not limited to, designation under the Ontario Heritage Act or listing on a municipal heritage register.

3.3 Community Engagement

Under the *Standards and Guidelines for Conservation of Provincial Heritage Properties*, 2010 issued under section 25.2 of the OHA, MTO is required to seek appropriate community input when evaluating properties and preparing reports to provide them with opportunities to participate in understanding and articulating the cultural heritage value of the properties. **Table 1** describes the community engagement that was undertaken for this report to gather information on known and potential BHRs and CHLs located within the Study Area.

Table 1: Record of Community Engagement

Contact	Contact Information	Date	Notes
Brandon Slopack / Senior Planner/	bslopack@townofbwg.com	2022-04-13	A request was made to confirm the heritage status of the potential BHRs and CHLs found within the Study Area.

Contact	Contact Information	Date	Notes
Town of Bradford West Gwillimbury		2022-04-13	<p>Brandon Slopack confirmed the heritage status of the potential BHRs and CHLs found within the section of the Study Area that transects the Town of Bradford West Gwillimbury. The heritage status provided by Brandon Slopack for each property has been included in the CHRAR.</p> <p>In addition, Brandon Slopack suggested that 3172 Line 8 (Parker-Burbridge House) may be located within the Study Area. Upon further review, it was determined that 3172 Line 8 is not within the Study Area and therefore will not be impacted.</p> <p>No documents or reports were provided to AECOM.</p>
Colin Pang / Heritage Coordinator / King Township	cpang@king.ca	2022-04-13	<p>A request was made to confirm the heritage status of the potential BHRs and CHLs found within the Study Area.</p> <p>At the time this CHRAR was submitted, no response was received.</p>
Adam Robb / Senior Planner / Town of East Gwillimbury	arobb@eastgwillimbury.ca	2022-04-13	A request was made to confirm the heritage status of the potential BHRs and CHLs found within the Study Area,
		2022-04-14	<p>Adam Robb confirmed the heritage status of the potential BHRs and CHLs found within the section of the Study Area that transects the Town of East Gwillimbury.</p> <p>In addition, Adam Robb stated that the Town of East Gwillimbury has recently completed a review of the Register with ASI, and they are not currently looking to add properties to their register.</p> <p>Finally, Adam Robb pointed out the possible historic cemetery located at 21308 Woodbine Avenue and provided AECOM's Cultural Heritage Team with the Stage 1 Archaeological Report completed by AECOM in February 2021.</p> <p>No additional documents or reports were provided to AECOM.</p>
Jenna Kondo / Archives Reference Coordinator / Simcoe County Archives	jenna.kondo@simcoe.ca	2023-06-09	A request was made to identify any properties or features within the Study Area that may have potential cultural heritage value or interest.
		2023-06-12	Jenna Kondo was unable to provide any specific property information that could help identify any properties or features within the Study Area that may have potential cultural heritage value or interest.

Contact	Contact Information	Date	Notes
David Di Giovanni / Manager of Cultural Services / Bradford West Gwillimbury Public Library	ddigiovanni@bradford.l ibrary.on.ca	2023-06-09	A request was made to identify any properties or features within the Study Area that may have potential cultural heritage value or interest.
		2023-06-20	David Di Giovanni identified that the proposed Bradford Bypass would pass through the historic hamlet of Mount Pleasant, the Holland Marsh and 3412 Line 8 Bradford (Hamer Harrison House). David Di Giovanni also identified that a number of heritage listed properties are within the vicinity of the proposed Bradford Bypass. These properties include: <ul style="list-style-type: none"> ▪ 2659 Line 8, Bradford (Rose-Wood House) ▪ 3521 Line 9, Bradford ▪ 3287 Line 9, Bradford ▪ 2925 Line 9, Bradford ▪ 2779 Line 9, Bradford Relevant property specific information provided by David Di Giovanni aided in the production of Section 4 of this report. In addition, the property specific information will be added to the respective CHERs.
Sarah Harrison / Customer & Community Support Specialist / East Gwillimbury Public Library	sharrison@egpl.ca	2023-06-09	A request was made to identify any properties or features within the Study Area that may have potential cultural heritage value or interest.
		2023-06-16	Sarah Harrison did not identify any properties or features within the Study Area that may have potential cultural heritage value or interest. While not located within the Study Area, Harrison noted that the Holland Landing Depot on Soldier's Bay is located just south of the Study Area.
Thomas Dysart / Senior Planner / Town of West Gwillimbury	tdysart@townofbwg.co m	2023-08-04	Thomas Dysart and Alan Wiebe were contacted to provide AECOM with the Listing Information for the potential and known BHCHLs located within the Study Area
Alan Wiebe / Manger / Town of Bradford West Gwillimbury	awiebe@townofbwg.co m	2023-08-08	Thomas Dysart provided AECOM with property notes and records pertaining to the listed properties within the Study Area. These property notes and records were used in the creation of Table 3 of the report.
Antonio Greco / Senior Planner / Town of East Gwillimbury	agreco@eastgwillimbu ry.ca	2023-08-04	Antonio Greco was contacted to provide AECOM with the Listing Information for the potential and known BHCHLs and the Designation By-Law for 21145 Leslie Street, East Gwillimbury At the time this CHRAR was submitted, no response was received.

3.4 Indigenous Community Engagement

Indigenous Communities have informed the Ministry that they consider the cultural heritage and archaeological sites within and adjacent to the Bradford Bypass project area to be of critical importance. To align with best practices and requirements outlined in *Ontario's Standards and Guidelines for Consultant Archaeologists* (2011) and *Engaging Aboriginal Communities in Archaeology Technical Bulletin* (2011), the Ministry established engagement approaches and provided the location of the Updated Technically Preferred Route on Satellite Imagery and the Revised Cultural Heritage Resource Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes: Highway 400 – Highway 404 Link (Bradford Bypass) DRAFT to Indigenous Communities for comment and review.

On April 28, 2023, AECOM sent email requests to ten (10) Indigenous Communities, requesting information on any traditional knowledge and/or histories of traditional land uses or geographic features with sacred or spiritual importance that the Community may have⁴. This includes gathering, hunting and fishing sites, traditional portage routes, sacred, spiritual or ceremonial sites, significant views, and ruins.

In general, during the engagement process, the William Treaties First Nations conveyed significant historical information, shedding light on the ancestral significance of the travel corridor within the Bradford Bypass project area. William Treaties First Nations stated that the corridor holds great ancestral significance, serving as a crucial route to the Toronto Carrying Place/Lake Ontario and Lake Simcoe, and was utilized by Indigenous Communities for diverse purposes including trade, council, ceremony, and post-contact military engagements to support the Crown in military efforts such as the War of 1812 and the Rebellion in the 1830.

On May 1, 2023, the Chippewas of Rama First Nation responded to the request for information and emphasized the importance of the East Holland River crossing, stressing its profound historical significance. The email also emphasized the significance of the archaeological site on the east side of the East Holland River located within the Updated Technically Preferred Route. The site is located within the Chippewa ancestral familial hunting lands. The response urged that the CHRAR and future cultural heritage reports should duly acknowledge the historical presence and importance of the travel corridor and the East Holland River landing site (referred to as the Lower Landing site by the Chippewas of Rama First Nation) in relation to their communities. The Chippewas of Rama First Nation provided a map of the Ojibway Hunting Territories, included with this CHRAR in **Appendix B**, which documents the extensive history of the Chippewa Tri-Council in Ontario.

On May 9, 2023, the Chippewas of Georgina Island First Nation responded to the request for information and emphasized that the East Holland River crossing is an important historical site and requested additional investigations should be completed to develop a deeper understanding of the East Holland River crossings⁵. They also requested that investigations should encompass various approaches, including but not limited to underwater archaeology.

⁴ It is important to note that of the ten Indigenous communities that were contacted only the Chippewas of Rama First Nation and the Chippewas of Georgina Island First Nation responded to AECOM's April 28, 2023, email request for information

⁵ Note: AECOM has recommended a Cultural Heritage Evaluation Report (CHER) on the Holland River Watershed as outlined in Section 7.2 of this CHRAR. This CHER will further investigate the historical importance of the Watershed.

4. Study Area Historical Context Overview

The Study Area was historically located within the Gwillimbury West Township, the Township of King, and Gwillimbury East Township. More specifically, the Study Area is historically located in:

Gwillimbury West Township

- Lots 6 and 7, Concession, VII, VIII, IX
- Lots 6 to 20, Concession VIII.

Township of King

- Lots 23 and 24, Concession II FY.

Gwillimbury East Township

- Lots 18 and 19, Concession I
- Lots 18, 19, and 20, Concession II
- Lots 16 to 28, Concession III.

4.1 Pre-Contact Overview of Southern Ontario

In this area, the first human settlement can be traced back to 11,000 BC; these earliest well-documented groups are referred to as Paleo which means old or ancient. During the Paleo period, people were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southern Ontario during that time. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have also been harvested. Due to the relative antiquity of Paleo sites, all that remains at their occupations are stone tool fragments and their characteristic spear points known as “fluted points”. (Ellis and Deller 1990). The picture that has emerged for the early and late Paleo is of groups at low population densities who were residentially mobile and made use of large territories during annual cycles of resource exploitation.

The subsequent Archaic period (9,500 BC to 2,800 BC) is characterized by a warming climate and a temperate forest environment that was crisscrossed by streams and rivers and surrounded by large freshwater lakes that would have supported many species of fish, shorebirds, and mammals. Small hunting and gathering bands (20-50 people) utilized the lake shores during the spring and summer months, then broke into smaller family groups and moved inland for the fall and winter to hunt and trap. Archaic period tool assemblages consisted of both chipped and ground/polished stone implements indicating that a wider variety of activities, such as fishing, woodworking, and food preparation/grinding, were now taking place.

The Archaic period is followed by the Woodland period (ca. 2800 BC to 350 BC) which is subdivided into three phases. The Early Woodland period (ca. 2800 – 2400 BC) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper, and seashells persists into the Middle Woodland period (ca. 2400 BC to 1100 BC) when horticulture was introduced to Ontario. The adoption of food production brought on a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (ca. 1100 – 350 BC) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified horticulture, and an increase in regional warfare.

Table 2 provides a general summary of the history of Indigenous land use and settlement of the area.

Table 2: Cultural Chronology for Indigenous Settlement in Southern Ontario

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> ■ Fluted Points ■ Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> ■ Holcombe, Hi-Lo, and Lanceolate Points ■ Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> ■ Notched and Bifurcate base Points ■ Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> ■ Stemmed and Brewerton Points, Laurentian Development ■ Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> ■ Narrow Point ■ Environment similar to the present
	1800-1500 BC	<ul style="list-style-type: none"> ■ Broad Point ■ Large lithic tools
	1500-1100 BC	<ul style="list-style-type: none"> ■ Small Point ■ Introduction of bow
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> ■ Hind Points, Glacial Kame Complex ■ Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> ■ Meadowood Points ■ Introduction of pottery
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> ■ Dentate/Pseudo-scallop Ceramics ■ Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> ■ Princess Point ■ Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> ■ Agricultural villages
	AD 1300-1400	<ul style="list-style-type: none"> ■ Increased longhouse sizes
	AD 1400-1650	<ul style="list-style-type: none"> ■ Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> ■ Early written records and treaties
Historic	AD 1749-present	<ul style="list-style-type: none"> ■ European settlement (French and English)

4.2 Simcoe County

The County of Simcoe was named after Lieutenant Governor John Graves Simcoe, the first Lieutenant Governor of Upper Canada from 1791-1796. It encompassed a total area of 27,783 hectares and was bounded to the north by Kempenfelt Bay, to the east by Lake Simcoe, to the west by Essa Township and to the south by West Gwillimbury Township (Beldon, 1881:14). During the period of early settlement, the landscape consisted of rolling topography and productive forests interspaced by numerous cedar swamps that were subsequently drained and cleared. The soil was mostly clay-loam and provided good farming land for these early pioneers.

4.3 Township of West Gwillimbury

The Township of West Gwillimbury was first surveyed in 1819 by George and Samuel Lount and was bound by Innisfil Township to the north, the Holland River to the east and south and Tecumseth Township to the west. The earliest settlers arrived the same year and included Irishmen James Wallace, Robert Armstrong, and Lewis Algeo, followed shortly thereafter by Scottish settlers from Lord Selkirk's Red River Settlement near Winnipeg (Hunter 1909). This

initial settlement occurred in the immediate vicinity of Lot 6, Concession IV (Belden 1881). As the Scottish settled primarily in the southwestern part of the Township, this area became known as the Scotch Settlement.

Yonge Street, built from York (Toronto) to Holland Landing on the Holland River by 1796, was completed to the head of Kempenfeldt Bay by 1827. The other major transportation route included the Northern Railway, located in the eastern portion of the Township, which opened in 1853. The influx of settlers was relatively steady and by the time the Historic Atlas was published (Beldon 1881), it shows a well-developed Township, with several schools, post offices, mills, and churches, as well as several communities including Middletown, Coulsons Corner, Browns Corner, and Bradford. The population of the Township peaked in 1850 with 3,816 inhabitants, decreasing to 3,030 by the time of the 1871 Census.

4.4 Mount Pleasant

The historic hamlet of Mount Pleasant (also known as Botchtown) was the chosen name by Gilbert Robinson for his residence situated on the northern portion of lot 15 con. 8 in West Gwillimbury. This name extended to the neighbouring hamlet located at the intersection of the 9th line and Penetang Road (Yonge Street). The alternate name for the settlement, ‘Botchtown’ was “given to the community due to the fact that the blacksmith who was in business here who would spoil (or ‘botch’) his work (ASI, County of Simcoe Archaeological Management Plan). The hamlet consisted of a range of establishments including a blacksmith shop, hotel, general store, gas station, and school (Bradford West Gwillimbury Public Library Archives, 2016). Adjacent to it, there stood a Wesleyan Methodist church, a brickyard, and both grist and sawmills that were owned by Mark Scanlon and John Thorpe (Bradford West Gwillimbury Public Library Archives, 2016). To the south of the hamlet, a hillside spring offered a revitalizing respite for tired travelers and their animals (Bradford West Gwillimbury Public Library Archives, 2016).

Today, the community is within the Town of West Gwillimbury. The historic hamlet of Mount Pleasant is comprised of the Bradford Community Church located at the southeast corner of the intersection of 9th Line and Yonge Street and several single detached houses surrounding the remainder of the intersection. The Mount Pleasant Cemetery established in the early 19th century (first marked burial is 1832) is located north of the intersection. With the exception of the cemetery, there appear to be no other 19th century settlement features still extant within the community. A historical plaque located at the intersection of 9th Line and Yonge Street was installed to commemorate the historical cross-roads community of Mount Pleasant. The historical plaque is located north of the Study Area.

4.5 York County

York County is described in detail in the Illustrated Historical Atlas (Miles and Co. 1878: v). Governor Simcoe had previously organized Upper Canada into 19 counties, one of which was named York County (Miles and Co. 1878: vi). The County consisted of two ridings, east, and west, bounded by Durham to the east, and the Thames River to the west. York was originally comprised of what is now the municipalities of York, Peel, and Halton as well as Durham Region and the City of Toronto, but by 1851 it had dramatically reduced in size as Wentworth, Halton, Ontario, and Peel Counties had been separated. Survey along Lake Ontario began in 1791, with 11 Townships laid out between the River Trent and the head of the Bay of Quinte. In 1798, the County of York contained the Townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury (Miles and Co. 1878: vii). The settlement of York began slowly, with no more than 12 houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississauga’s for ten shillings. Many of the first settlers were United Empire Loyalists and American Loyalists, who were supplied with either a Town lot or 200 acres. In 1794, a number of German families moved to York from New York City. By 1830, the population had grown significantly to 17,025, and York was incorporated as the city of Toronto in 1834 (Miles and Co 1878: x).

4.6 King Township

As the largest Township in York County, King is located north of Vaughan on the west side of Yonge Street. Likely named after the British under-secretary of state for the colonies, John King, the surveyor Stegmann began to lay out the Township in 1800 and it was ultimately completed in 1859 by Mr. Whelock (Rayburn 1997; Adam and Mulvany 1885:134). The boundary lines of the Township were altered in 1851 when portions of the Township became part of East and West Gwillimbury. There are several historical villages located in King Township, many of which developed alongside Yonge Street, including Lloydtown, Schomberg, Linton, Nobleton, Pottageville, Kettleby, Grenville, Laskay, King Horn, King, Eversley, Temperanceville, Springhill and Oak Ridges. Additionally, Aurora is located along the boundary line of King and Whitchurch. Aurora was first settled in 1797, gaining status as a hamlet in 1804 when a merchant purchased land at the corner of Yonge Street and Wellington (Johnston 1972:16). Many of the original settlers were Quakers. The Toronto, Simcoe, and Lake Huron Union Railway Company, later the Ontario, Simcoe and Huron, ran from Toronto to Aurora, with the first arrival to the Aurora Station in 1853.

4.7 East Gwillimbury Township

The land within the Township of East Gwillimbury, now the Town of East Gwillimbury, in the Regional Municipality of York, was settled early on by Empire Loyalists who had fought for the British in the American War of Independence and by Quakers attracted by land grants and relief from religious persecution. During the first half of the 19th century, the area was settled and cleared for mixed farming. Agriculture was the primary activity during its initial Euro-Canadian settlement, producing wheat, barley, oats, peas, potatoes, and turnips, along with pastureland and orchards in the mid-19th century (Adam and Mulvany 1885:172). Between 1871-1881 the population of the township rose to 4,143. With 600 of those inhabitants occupying and working the land, it was the “most purely agricultural communities of any in the county” (Adam and Mulvany 1885:173).

Some early hamlets in the township were Holland Landing, River Drive Park, Sharon, Queensville, and Mount Albert. The historic Village of Holland Landing (originally known as St. Albans and Beverley) was firmly established when the first post office opened in 1821, however, Governor Simcoe had seen the village as an asset for early transportation routes, especially during the War of 1812. The name of the village was renamed Holland Landing after Major Samuel Holland who was the Surveyor-General of Canada (the village was nearly called Toronto).

4.8 Holland River Watershed

The Holland River Watershed is located in the southwest corner of the Lake Simcoe watershed. The watershed is composed of two major tributaries, (1) the Holland River East Branch and (2) the Holland River (also known as the Holland\Schomberg Rivers) (LSRCAa, 2000).

The Holland River East Branch empties into Cook’s Bay in Lake Simcoe. The east branch generally runs from the Town of Newmarket, through the Village of Holland Landing where it then joins with the Holland River (LSRCA, 2010b). Tributaries include Sharon Creek, Bogart Creek, Tannery Creek, Western Creek and Weslie Creek. The Holland River also empties into Cook’s Bay. It originates on the Oak Ridges Moraine, enters the Holland Marsh, then passes through the Town of Bradford before emptying into Cook’s Bay (LSRCA, 2010a).

The region surrounding the Holland River has been inhabited by humans since the retreat of the Wisconsin Glacier, more than 10,000 years ago. The early Indigenous people were responsible for establishing significant portage trails including the Rouge Trail, Don Trail and Humber Trail which began on the shore of Lake Ontario in the Toronto area and terminated on the two branches of the Holland River (Myers, 1977).

The Holland River was (re)named by Lieutenant Governor John Graves Simcoe after the Surveyor General of Upper Canada, Major Samuel Johannes Holland, who in 1791 made a trip along the Holland River (Hunter, 1909b:1). The

Chippewa people know the river as the River *Escoyondy* and the Mississauga people know the river as the *Micicagean* (Rolling, 1967). When Simcoe arrived, he documented it as being called *Missisaga (Micicagean) Creek* (Rayburn 1997:159). Archaeological evidence in the Holland River Watershed demonstrates that trade and communication networks were established long before Europeans began to operate on the Holland River.

Today, the Holland River Watershed covers approximately 600 sq km spanning an area that includes New Tecumseth, Township of King, Newmarket, Aurora, Town of East Gwillimbury, Town of West Gwillimbury and Whitchurch-Stouffville, and supports some of Ontario's most productive vegetable farming operations (LSRCA, 2010a).

4.9 The Toronto Carrying Place Trail

The Toronto Carrying Place Trail (also known as the Humber Portage or Toronto Passage) was an Indigenous portage route in Ontario that linked Lake Ontario with Lake Simcoe and the northern Great Lakes. The Toronto Carrying Place Trail allowed Indigenous groups (and later Euro-Canadian settlers) a means of travel between the lower and upper Great Lakes via Lake Simcoe. One of the earliest documented trips along the Trail was completed by Lieutenant Governor John Graves Simcoe in 1793 (Torontocarryingplace.ca, 2020).

The Toronto Carrying Place Trail had two separate routes: the Humber River route and the Rouge River route. The west of the two routes was the Humber River route and it ran north from the mouth of the Humber River on Lake Ontario to its terminus at the Holland River at the southern end of Lake Simcoe⁶ (TRCA, N.d). The east of the two routes was the Rouge River route and it ran north from the mouth of the Rouge River on Lake Ontario to its terminus at the Holland Landing (ASI, 2011). It is important to note that the Carrying Place Trail had more than one start and end point, based on external factors, such as water levels and time of year (ASI, 2011).

The Study Area does not traverse over the Humber River route or Rouge River route of the Toronto Carrying Place Trail as both routes terminate south of the Study Area. While, the Toronto Carrying Place Trail will not be directly adversely impacted, this report acknowledges that there is a possibility of other Indigenous trails and portage routes in the vicinity of the Study Area that would have aided both the Indigenous peoples and Euro-Canadian settlers.

4.10 Highway 404

Highway 404 is an extension of the Don Valley Parkway connecting Toronto to Newmarket. Initially, plans to build the highway began in the 1960s, but Highway 404 was not built until the mid-1970s (Bever, N.d). The construction continued north, with the portion of the Highway located within the Study Area from Green Lane to Woodbine Avenue near Ravenshoe Road made open to traffic in 2014. The Highway will eventually extend north towards the Sutton and Beaverton Area (Bever, N.d).

4.11 Highway 400

The official opening of Highway 400 was in 1952 when it extended to as far north as Highway 27 at Barrie, although one (1) lane had already been opened in 1951 (Bever, N.d). It was gradually lengthened to Highway 69 near Coldwater, and by the 1960s it was one of Canada's busiest highways. While weekday traffic volumes were high at 40,000 vehicles in 1975, the peak loads were seen on weekends, due to its preferred route for cottage country travelers (Bever, N.d). With the construction of Highway 400, the community most affected was the City of Barrie which saw a steep increase in population as it became a popular "bedroom community" for commuters working in the GTA (Bever, N.d).

⁶ Roughly located on the portion of the Holland River that is northwest of the Holancin Road and S Canal Bank Road

4.12 Brief Historic Map and Aerial Photography Review

A review of historical mapping and aerial photography was undertaken to understand the changing landscape and built environment within the Study Area. To determine the presence of historical features, nineteenth-century historic county maps, twentieth-century topographic maps and aerial photography were reviewed. These maps and aerial photographs provided an excellent overview of land development throughout the Study Area.

4.12.1 Nineteenth Century Maps

The *1860 Tremaine Map of the County of York*, the *1871 Hogg Map of the County of Simcoe*, the *1878 Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe* were reviewed to determine the potential for the presence of historical features within the Study Area (**Appendix A, Figure 3** and **Appendix A, Figure 4**). It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

The *1860 Tremaine Map of the County of York* and the *1871 Hogg Map of the County of Simcoe* (**Appendix A, Figure 3**) show that the Study Area is largely rural in nature and that a number of concession roads were in place by the mid-nineteenth century. The Study Area does not pass through the population dense settlements of Bradford, Middleton, Gwillimbury or Queensville. There are no historic farmsteads or orchards illustrated within the Study Area. The Study Area passes over the Northern Railroad, the Holland River, the Holland River East Branch and wetlands (that are now known as the Holland Marsh). The Holland Marsh is depicted as a lush strip of land that crosses through the Study Area in a north-south direction with a large number of deciduous and coniferous trees. It is important to note that the Study Area also passes through an area that is referred to as the “Old Indian Lands” and is potentially significant both from an archaeological and a historical standpoint.

The *1878 Illustrated Historical Atlas of the County of York* and *1881 Illustrated Historical Atlas of the County of Simcoe* (**Appendix A, Figure 4**) show very little change within the Study Area as it remains largely located within a rural context and the Study Area continues to pass over Northern Railroad, the Holland River, the Holland River East Branch and the Holland Marsh. The Study Area does not pass through the population-dense settlements of Bradford, Middleton, Gwillimbury, or Queensville.

The *1878 Illustrated Historical Atlas* and *1881 Illustrated Historical Atlas* illustrates six historic farmsteads within the Study Area one (1) is illustrated within the *1881 Illustrated Historical Atlas* and five (5) are illustrated within the *1878 Illustrated Historical Atlas*. Three (3) of the six (6) historic farmsteads also include an associated orchard. In addition, the *1881 Illustrated Historical Atlas* illustrates a cemetery and adjacent church within the western portion of the Study Area. Finally, the Holland Marsh is no longer illustrated as only a lush strip of land with many deciduous and coniferous trees. The Holland River and the Holland River East Branch is shown bisecting the Study Area. The Holland Marsh is now illustrated as containing large agricultural lands in the east and wetlands dominating the west portion of the marsh (the area surrounding the Holland River). The map labels the lands on the west side of the Holland River as “Wild Submerged Land no owners”. Yonge Street is illustrated running north-south through the Study Area, just east of the Holland River East Branch.

The 19th-century historical map review undertaken for this CHRAR contributed to the development of **Table 3**.

4.12.2 Twentieth Century Maps

The 1928 *National Topographic Series* (NTS) map and the 1929 NTS map (**Appendix A, Figure 5**) demonstrate very little change in the Study Area as it remains within a rural context and the Study Area continues to transect the Canadian National Railway (formerly known as the Canadian Northern Railway), the Holland River, the Holland River

East Branch and the Holland Marsh. The Study Area avoids the population-dense settlements of Bradford, Middleton, Gwillimbury, or Queensville.

The 1928 NTS map and the 1929 NTS map illustrate a total of seventeen (17) structures [eight (8) historic farmsteads and nine (9) associated barns]. Seven (7) of these structures are illustrated on the 1929 NTS map and ten (10) of these structures are illustrated on the 1928 NTS map. One (1) of the historic farmsteads are directly related to an orchard.

The 1929 NTS map continues to depict a cemetery within the Study Area on 3606 8th Line. Like the *1878 Illustrated Historical Atlas* and *1881 Illustrated Historical Atlas*, the Holland marsh continues to be dominated by agricultural lands to the east of the Holland River and wetlands and woodlands surrounding the Holland River East Branch.

The 20th-century map review undertaken for this CHRAR contributed to the development of **Table 3**.

5. Known or Potential BHRs and CHLs within the Study Area

5.1 Route Planning and Environmental Assessment Study (1992 – 1997)

The 1996 Cultural Environment Technical Report does not provide specifics of the Study Area boundaries, however, it identified 115 built environmental features. Each built environmental feature was ranked as “exceptional”, “moderate”, or “ordinary”. Seventeen (17) resources were identified as “exceptional”, although the report notes that none of these “exceptional” resources were to be directly impacted by the preferred route.

5.2 Preliminary Design Preparatory Work for Design Updates and Environmental Technical Updates (2019 – 2020)

The 2020 version of the CHRAR identified a total of 21 known or potential BHRs and CHLs (8 known or potential BHRs and 13 known or potential CHLs) within and immediately adjacent to the Route Planning Study Area (2019-2020). Most of the know or potential BHRs and CHLs identified were associated with the agricultural economy of the region throughout the 19th and early-20th centuries.

The following provides a list of the known or potential BHRs and CHLs that were identified in the in the 2020 version of the CHRAR:

- Two (2) BHRs are Designated under Part IV of the *Ontario Heritage Act*;
- Two (2) BHRs and nine (9) CHLs are Listed on the municipal heritage registers of the municipalities within the Study Area;
- Five (5) BHRs and four (4) CHLs were identified by AECOM during the desktop review process by review of historical maps. These properties have no formal heritage recognition but have potential CHVI pending more detailed evaluation. The report recommended that a more detailed review of these properties would be required during the next phase of the project (i.e., CHERs).

. For further information, please refer to the 2020 version of the CHRAR.

5.3 Description of Known or Potential Built Heritage Resources and Cultural Heritage Landscapes within the Updated Technically Preferred Route Study Area

A total of eighteen (18) known or potential BHRs and CHLs are within the Study Area (**Table 3**).

Seven (7) known or potential BHRs and CHLs that were identified in the 2020 version of the CHRAR as being located within the study area used for that assessment (the Route Planning Study Area) no longer fall within the revised Study Area for the Updated Technically Preferred Route, therefore, they are not anticipated to be directly or indirectly adversely impacted by the project. The known or potential BHRs and CHLs which have been eliminated from further evaluation are:

- BHRs 1, 4, 6, and 7,
- CHLs 2, 5, and 12.

Fourteen (14) known or potential BHRs and CHLs that were identified in the 2020 version of the CHRAR continue to be located within the updated Study Area used for this revised CHRAR, therefore these fourteen (14) known or potential BHRs and CHLs have the potential for direct or indirect adverse impacts. These fourteen (14) known or potential BHRs and CHLs are listed here and can be found in **Table 3**:



- BHRs 2, 3, 5 and 8
- CHLs 1, 3, 4, 6, 7, 8, 9, 10, 11 and 13.

Four (4) additional potential CHLs were identified during the 2022 field review as being located within the Study Area and therefore have the potential to be indirectly or directly adversely impacted by the project. These four (4) potential CHLs are listed below here, and descriptions of the properties are found in **Table 3**:

- CHLs 14, 15, 16, and 17.

Table 3 provides a summary of known or potential BHRs and CHLs located within the Study Area. **Table 3** includes location/address, property type, heritage recognition, a brief property description and a photograph of each of the known or potential BHRs and CHLs identified within the Study Area. The known or potential BHRs and CHLs have been identified on maps included in **Appendix A, Figure 6** and **Appendix A, Figure 7**.

Table 3: Summary of known or potential BHRS AND CHLSs within the Study Area (n=18)



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
BHR 2	21145 Leslie Street, East Gwillimbury	Residence	Designated, Part IV	<p>BHR 2 is located within an agricultural context and contains a one-and-a-half-storey cedar log cabin with a Gothic-Revival style brick house front addition. The property contains a number of small utilitarian outbuildings (e.g. shed, driveshed).</p> <p>See Appendix C for the <i>Notice of Intention to Designate</i> and the <i>By-Law Designation</i> which provides the reasons for designation and list of heritage attributes for the property.</p>	 <p>(AECOM, March 2022)</p>
BHR 3	2948 Yonge Street, Bradford-West Gwillimbury	Residence	<p>No previous heritage recognition</p> <p>PHP: Determined by the Ministry to meet the criteria in O. Reg. 9/06 of the <i>Ontario Heritage Act</i> based on the recommendations made in the <i>Cultural Heritage Evaluation Report: 2948 Yonge Street</i> (AECOM, 2022)</p>	<p>The following represents the full Statement of Cultural Heritage Value that was adopted by the Ministry in June 2022.</p> <p>Description of the Property <i>The property at 2948 Yonge Street is approximately 0.50 hectares in size and consists of a one-and-a-half storey red/brown brick Gothic Revival Ontario farmhouse with a one-storey red brick addition. Set within a rural context, the house is set back from the road and is surrounded by mature trees. The property is generally bound by Yonge Street to the east and adjacent agricultural properties to the west, south, and north. The property is historically located in part of the north half of Lot 15, Concession VIII, Township of West Gwillimbury, Simcoe County.</i></p> <p>Statement of Cultural Heritage Value <i>The property located at 2948 Yonge Street is associated with Gilbert Robinson, an early settler</i></p>	 <p>(AECOM, December 2021)</p>



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
				<p><i>and farmer. The Robinson family settled here in 1829 when William Robinson first bought the land from the Canada Company. In 1835, William sold the property to his son, Gilbert, who named the property, "Mount Pleasant". The name eventually spilled over to the adjacent hamlet located at the corner of 9th Line and Yonge Street. The nearby Mount Pleasant Cemetery bears the name of the settlement where members of the Robinson family are buried. In addition, Gilbert Robinson is said to have operated the first brickyard in the area.</i></p> <p><i>Constructed circa 1865, the house is a good representative example of one-and-a-half storey red/brown brick Gothic Revival Ontario farmhouse. The house retains its overall scale and massing and exhibits many elements of the Gothic Revival style. The symmetrical three-bay façade steeply pitched centre gable and polychromatic brickwork are characteristic of this style. The exterior features segmentally arched windows with buff brick voussoirs and dropped ears and buff brick quoins. Original interior features include high wood baseboards with double lips, stained glass windows, four panelled doors, window and door casings with corner rosette blocks, wood wainscoting, original wood flooring and a brick basement floor.</i></p> <p><i>A one-storey red brick addition was added to the west elevation of the circa 1865 house creating an L-shaped footprint. Built in the late 19th or early 20th century the addition features segmentally arched windows with buff brick voussoirs and dropped ears along with buff brick quoins. There have been two subsequent additions to the property, however, the original brick house remains largely unaltered.</i></p>	



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
				<p><i>The property is set within a rural context and recalls the 19th century agricultural character of the township and this portion of Yonge Street. The house retains its large setback from the road and is approached by a tree-lined laneway from Yonge Street. Mature trees that surround the property provide privacy. The house sits on high ground maintaining its scenic view of the surrounding landscape.</i></p> <p>Heritage Attributes</p> <p><i>Original circa 1865 Gothic Revival Ontario farmhouse</i></p> <ul style="list-style-type: none"> ▪ <i>Exterior heritage attributes of the original house including:</i> ▪ <i>Form, scale, and massing of the farmhouse</i> ▪ <i>Three-bay symmetrical façade</i> <ul style="list-style-type: none"> ○ <i>Buff brick quoins</i> ▪ <i>Central front doorway with stained glass transom</i> ▪ <i>Side gable roof with a steeply pitched centre gable (south elevation)</i> ▪ <i>Centre gable with a round-arched window with stained glass upper sash</i> ▪ <i>Segmentally arched windows with wood frames and buff brick voussoirs with dropped ears</i> ▪ <i>Fieldstone foundation</i> ▪ <i>Corbelled red/brown brick chimney (west elevation)</i> <p><i>Interior heritage attributes of the original house including:</i></p> <ul style="list-style-type: none"> ▪ <i>High wood baseboards with double lips</i> 	



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
				<ul style="list-style-type: none"> ▪ Four panelled wooden doors and window casings with corner rosette blocks ▪ Wood wainscoting ▪ Wood flooring ▪ Brick flooring in the basement ▪ Former exterior and now interior, wood framed segmentally arched window, with buff brick voussoirs and dropped ears <p>Early 20th century, One-Storey Brick Addition</p> <ul style="list-style-type: none"> ▪ Segmentally arched windows with wood frames and buff brick voussoirs and dropped ears ▪ Buff brick quoins <p>Rural landscape heritage attributes including:</p> <ul style="list-style-type: none"> ▪ Mature trees ▪ Tree-lined laneway⁷ leading from Yonge Street to the house ▪ Large setback of the house from Yonge Street 	



⁷The heritage attribute identified as the “tree-lined laneway leading from Yonge Street to the house” was approved in the CHER, however since the laneway connects Yonge to the farmhouse located on the Subject Property the proper terminology should be “Tree-lined driveway leading from Yonge Street to the house”. This heritage attribute will be referred to as “Tree-lined **driveway** leading from Yonge Street to the house” throughout this HIA.



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
BHR 5	3412 8 th Line, Bradford-West Gwillimbury	Residence	Listed on municipal heritage register	<p>BHR 5 is located within an agricultural context and contains a two-storey Georgian style farmhouse. The property also includes a late 19th or early 20th century bank barn, an early 20th century typical barn, a modern barn-type structure, a driveshed, four Quonset huts, three small sheds, a single concrete silo, and nine metal silos. The landscape features that make up the Subject Property include large manicured lawns, large active agricultural lands, wooded lands, five animal enclosures, a pond, an access road to the rear of the property, a small seasonal tributary of the Holland River and an inground swimming pool.</p> <p>Listing Information: <i>House: Brick, 3 over 1, plus addition</i></p>	 <p>(AECOM, March 2022)</p>
BHR 8	2835-2879 Yonge Street, Bradford-West Gwillimbury	Residence	Demolished	<p>Demolished/Removed</p> <p>The house and outbuildings located at 2835-2879 Yonge Street are no longer extant.</p> <p>A CHER was completed by AECOM for 2835-2879 Yonge Street in November 2021. Based on the CHER, the Ministry determined that the property does not meet the criteria for O. Reg. 9/06 or O. Reg. 10/06 of the <i>Ontario Heritage Act</i> (not a PHP or PPHPS).</p> <p>The two-storey house and outbuildings have since been demolished by the property owner under a building permit issued by the Town of Bradford West Gwillimbury.</p>	 <p>Pre-Demolition (AECOM, July 2021)</p>



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
					 <p data-bbox="1362 719 2001 743">Post-Demolition (AECOM, March 2022)</p>
CHL 1	21308 Woodbine Avenue, East Gwillimbury	Farm Complex	Listed on municipal heritage register	CHL 1 is located within an agricultural context and contains a two-storey Vernacular house. The property is comprised of a farming complex, which includes a number of large barns, a number of smaller utilitarian outbuildings, concrete/metal silos and active agricultural lands.	 <p data-bbox="1362 1188 2001 1213">(AECOM, March 2022)</p>



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
CHL 3	20724 Woodbine Avenue, East Gwillimbury	Farm Complex	Listed on municipal heritage register	CHL 2 is located within an agricultural context and contains a two-storey Georgian-style house with a cross-gable roof, 3-bay façade and a brick chimney. The property is comprised of a farming complex, which includes a gambrel roof barn, a number of smaller utilitarian outbuildings, inactive agricultural lands and a tree-lined driveway.	 <p>(AECOM, March 2022)</p>
CHL 4	21170 Woodbine Avenue, East Gwillimbury	Farm Complex	Potential (No previous heritage recognition)	CHL 4 is located within an agricultural context and contains a two-storey house in the Georgian style with 3-bay façade, low hip roof and matching chimneys. The property is comprised of a farming complex, which includes a large L-shaped barn, a number of smaller utilitarian outbuildings, scrublands and active agricultural lands.	 <p>(AECOM, March 2022)</p>



Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
CHL 6	21138 Leslie Street, East Gwillimbury	Farm Complex	Listed on municipal heritage register	CHL 6 is located within an agricultural context and contains a one-and-a-half-storey Ontario farmhouse with Gothic Revival features, a 3-bay façade, and a cross gable roof. The property is comprised of a farming complex, which includes a large gambrel roof barn, a number of smaller utilitarian outbuildings, scrublands, wooded lands and active agricultural lands.	 <p>(AECOM, March 2022)</p>
CHL 7	3287 9 th Line, Bradford-West Gwillimbury	Farm Complex	Listed on municipal heritage register	<p>CHL 7 is located within an agricultural context and contains a one-and-a-half storey frame house with a gable roof. The property is comprised of a farming complex, which includes a gambrel roof barn, a number of other smaller utilitarian outbuildings, a tree-lined driveway and active agricultural lands.</p> <p>Listing Information: <i>Victorian style, two storey, covered porch.</i></p>	 <p>(AECOM, March 2022)</p>

Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
CHL 8	3521 9 th Line, Bradford-West Gwillimbury	Farm Complex	Listed on municipal heritage register	<p>CHL 8 is located within an agricultural context and contains a two-storey vernacular, white-painted brick farmhouse. The property is comprised of a farming complex, which includes three utilitarian outbuildings, a poured concrete silo, remnants of a barn foundation, a mobile trailer home, a tree-lined driveway and a manicured lawn.</p> <p>Listing Information: <i>1860's/ Tow storey, mansard roof, covered porch, columns patterned brickwork</i></p>	 <p>(AECOM, March 2022)</p>
CHL 9	2925 9 th Line Bradford-West Gwillimbury	Farm Complex	Listed on municipal heritage register	<p>CHL 9 is located within an agricultural context and contains a Four-Square brick house with a high hip roof and a gabled bay located on the north side of the house. The property is comprised of a farming complex which includes a large barn, remnants of a concrete poured silo, a number of smaller utilitarian outbuildings and active agricultural lands.</p> <p>Listing Information: <i>1860's/ Two storey, barn, limestone sills, high sloping roof Line, pane style windows.</i></p>	 <p>(AECOM, March 2022)</p>

Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
CHL 10	2779 9 th Line Bradford-West Gwillimbury	Farm Complex	Listed on municipal heritage register	<p>CHL 10 is located within an agricultural context and contains an L-shaped Ontario Gothic Revival Cottage with a steeply pitched gable roof and three bay façades. The property is comprised of a farming complex which includes a large barn, a number of smaller utilitarian outbuildings and active agricultural lands.</p> <p>Listing Information: 1800's. 9 pane single hung windows, ornate covered porch, columns, side lite/transom windows</p>	 <p>(AECOM, September 2022)</p>
CHL 11	2673 9 th Line Bradford-West Gwillimbury	Farm complex	Potential (No heritage recognition)	<p>CHL 11 is located within an agricultural context and contains a Four-Square brick house with a high hip roof and a rear addition to the south of the house. The property is comprised of a farming complex that includes three large barns, a number of smaller utilitarian outbuildings and active agricultural lands.</p>	 <p>(AECOM, September 2022)</p>

Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
CHL 13	3664 8 th Line, Bradford-West Gwillimbury	Farm Complex	Potential (No heritage recognition)	CHL 13 is located within an agricultural context and contains a Four-Square brick house with a hip roof and covered front veranda. The property is comprised of a farming complex, which includes large barns, concrete/metal silos, a number of smaller utilitarian outbuildings and active agricultural lands.	 <p>(AECOM, March 2022)</p>
CHL 14	3538 8 th Line, Bradford-West Gwillimbury	Farm Complex	Potential (No heritage recognition)	CHL 14 is located within an agricultural context and contains a brick house with a hip roof and covered front veranda. The property is comprised of a farming complex, which includes a large barn, treelined driveway and active agricultural lands.	 <p>(AECOM, March 2022)</p>

Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
CHL 15	3606 8th Line, Bradford West Gwillimbury	Pioneer/ Historic Cemetery	Potential (No heritage recognition)	CHL 15 is an inactive cemetery that is known as the Rogers-Dailey Cemetery. The cemetery is marked by two stone pillars at the entrance and contains headstones that date from the early 19 th century to the mid 20 th century. A number of the headstones are visible from within the cemetery grounds, however it is possible that more may be hidden behind dense brush or missing completely.	 <p>(AECOM, April 2022)</p>  <p>(AECOM, April 2022)</p>

Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
CHL 16	3606 8th Line, Bradford West Gwillimbury	Pioneer/ Historic Cemetery	Potential (No heritage recognition)	CHL 16 is an inactive cemetery that is known as the Sutherland Wesleyan Methodist Cemetery. The cemetery contains headstones (not visible from the public ROW) that date from the early 19 th century to the late 19 th century. The headstones are located beneath the lilac bushes shown in the photograph. In addition, the cemetery contains manicured lawns that are not fenced or gated in.	 <p>(AECOM, April 2022)</p>
CHL 17	Holland River Watershed	River and surrounding area	Potential (No heritage recognition)	<p>The Holland River Watershed is located in the southwest corner of the Lake Simcoe watershed. The watershed is composed of two major tributaries, (1) the Holland River East Branch and (2) the Holland River (LSRCA, 2000). The Holland River East Branch and surrounding lands are the smaller of the two areas. draining approximately 243 km² of the total Holland River Watershed area (LSRCA, 2000) and the West Holland River and surrounding lands drains approximately 354 km² of the total Holland River Watershed (LSRCA, 2010a). Like many of the rivers which drain into Lake Simcoe, the headwaters of the Holland River East Branch and Holland River originate in the Oak Ridges Moraine (LSRCA, 2010a).</p> <p>The Holland River Watershed has been used for thousands of years as traditional harvesting and hunting grounds, as well as a transportation route for both naval and recreational crafts. Furthermore,</p>	 <p>(AECOM, March 2022)</p>

Feature IDs	Location/ Address	Property Type	Heritage Recognition (March 2022)	Description of Property	Photograph of Property
				the watershed encompasses a substantial portion of the familial hunting lands belonging to Joseph and James Snake (Appendix B), emphasizing its importance to the Indigenous communities.	

5.4 Transportation Related Structures

Three (3) transportation related structures with potential CHVI were identified within the Study Area. These structures were screened by the Ministry and determined not to have CHVI. They are summarized in **Table 4**. Therefore, none of the transportation related structures within the Study Area will require further documentation or heritage assessments.

Table 4: Summary of Transportation Related Structures within the Study Area

MTO ID #	Structure	Construction Date	Structure Category	Results of Screening for Potential CHVI
30 – 308/1	West Gwillimbury 9 th Line Overpass – Northbound Lanes	1951	Bridge	No potential CHVI
30 – 308/2	West Gwillimbury 9 th Line Overpass – South Bound Lanes	1951	Bridge	No potential CHVI
30 – 566/C	Hwy 400 - Pennville Creek Culvert	1953	Culvert	No potential CHVI

6. Preliminary Impact Assessment

As stated in Section 3 of the Ministry’s Environmental Guide for Built Heritage and Cultural Heritage Landscapes, , the development of transportation facilities has the potential to affect BHRs and CHLs through various means, including but not limited to:

- displacement of resources caused by removal or demolition; and
- disruption of resources by the introduction of physical, visual, audible, or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resource.

The potential impacts of the proposed undertaking were evaluated according to MCM *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties, 2017*. This preliminary impact assessment will assist with project planning and design. Avoidance of impacts to all known or potential BHRs and CHLs is the preferred alternative.

MCM’s Information Bulletin 3 defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. Information Bulletin 3 identifies impacts as direct adverse impacts, indirect adverse impacts, and positive impacts an activity may have on a cultural heritage resource. Examples of direct and indirect adverse impacts include the following:

- Direct adverse impacts such as removal or demolition of a building or structure, changes in grade or drainage patterns, alteration/limitations to property access, introduction of new elements, etc.
- Indirect adverse impacts such as introduction of shadows, isolation from surrounding environment, vibration damage to structures, alteration, or obstruction of views to or from a property, etc.

Positive impacts are defined as those that may positively affect a property by conserving or enhancing its CHVI and have not been identified in this CHRAR. This preliminary impact assessment identifies an impact, either direct or indirect, if a proposed project activity may have a permanent and irreversible negative effect on a potential heritage property. The assessment of preliminary impacts is based on the location and features of each property and the description of the proposed project activities, including an evaluation for each planning alternative where alternatives are proposed that may have different impacts on a known or potential heritage property.

In this CHRAR, recommendations are based upon the assumption that an identified known or potential BHR or CHL property has CHVI. Mitigation recommendations for proposed construction alternatives prioritize, where possible, avoidance of impacts to identified properties. Where the design cannot be altered to avoid a property, recommendations have been provided that reduce negative impacts to a property’s CHVI.

6.1 Preliminary Impact Assessment of the Interchange and Alignment Alternatives

The map set for **Appendix A, Figure 6 (Figures 6-1 to 6-6)** illustrates the interchange and alignment alternatives that were short-listed prior to the Updated Technically Preferred Route. The preliminary impact assessment of the interchange and alignment alternatives on the known and potential BHRs and CHLs were reviewed by AECOMs design team during the production of this CHRAR to select the Preferred Alternatives for the Updated Technically Preferred Route. **Table 5** presents the results of the preliminary impact assessment on all known and potential BHRs and CHLs and recommends mitigation options and next steps based on the alternatives.

Table 5: Preliminary Impact Assessment, Proposed Mitigation and Next Steps of the Interchange and Alignment Alternatives

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
BHR 2	21145 Leslie Street	Designated, Part IV	<p>Leslie Street Interchange Alternatives:</p> <p>Alternative 1 does not transect BHR 2. No negative impacts are anticipated.</p> <p>Leslie Street Interchange Alternative 2 transects a portion of BHR 2 (Figure 6-6) and may have impacts to the heritage attributes of the property.</p>	<p>Leslie Street Interchange Alternatives:</p> <p>Preferred Option: Select the project alternative that avoids direct impacts to BHR 2 (Alternative 1).</p> <p>Non-Preferred Option: If Alternative 2 is selected as the preferred project alternative, then further assessment of impacts to the property and mitigation is required (i.e., Heritage Impact Assessment).</p> <p>Next Step: If BHR 2 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>
BHR 3	2948 Yonge Street	PHP	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>None of the project design alternatives transect BHR 3 (Figure 6-3). However, Alternative 1, 2, and 3 are anticipated to sever BHR 3’s shared access driveway. Although the section of the shared access driveway that is directly impacted is not within BHR 3’s property boundaries, due to the severance/loss of the shared access through that section of the driveway, BHR 3 will become isolated from the public ROW. If access to the property cannot be provided it may be determined that the house has to be demolished due to inability to secure and maintain it which may lead to its deterioration and health and safety risks for anyone who did gain access to the building.</p>	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>Since all three (3) of the Between 10th Sideroad and County Road 4 Alignment Alternatives sever BHR 3’s shared access driveway, further assessment of impacts to the property and mitigation is required (i.e., HIA).</p> <p>Next Step: A HIA completed by a Qualified Person(s) is recommended as the next step to determine potential impacts to the property and proposed mitigation measures.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
BHR 5	3412 8 th Line	Listed on municipal heritage register	<p>Highway 400 Interchange Alternatives:</p> <p>Interchange Alternatives 1, 2 and 3 transect a portion of BHR 5 (Figure 6-2) and may have negative impacts to potential heritage attributes that were identified during the initial heritage screening.</p> <p>Alternative 4 does not transect BHR 5. No direct impacts are anticipated</p>	<p>Highway 400 Interchange Alternatives:</p> <p>Preferred Option: Select the project design alternative that avoids direct impact to BHR 5 (Alternative 4).</p> <p>Non-Preferred Option: If Alternative 1, 2 or 3 is determined to be the preferred project design alternative, then an assessment of impacts to the property and mitigation is required, if the property is determined to have CHVI.</p> <p>Next Step: If BHR 5 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>
BHR 8	2835-2879 Yonge Street	Demolished	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>All the Alignment Alternatives (Alternative 1, 2 and 3) transect a portion of BHR 8 (Figure 6-3)., however, the house was the feature of the property that led to the determination that it had CHVI, therefore, now that the house has been demolished by the owner, the property no longer has CHVI.</p>	No specific mitigation or next steps are required.

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 1	21308 Woodbine Avenue	Listed on municipal heritage register	<p>Highway 404 Interchange Alternatives:</p> <p>Interchange Alternatives 1, 3 and 4 transect a portion of CHL 1 (Figure 6-6), however, no direct adverse impacts to the potential heritage attributes of the property which were identified during the initial heritage screening, including the house, are anticipated because the project work is located roughly 875m east from them.</p> <p>Alternative 2 does not transect CHL 1. No direct impacts are anticipated.</p>	<p>No specific mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>
CHL 3	20724 Woodbine Avenue	Listed on municipal heritage register	<p>No Alternatives transect CHL 3 (Figure 6-6). No direct impacts to the property are anticipated.</p>	<p>No specific mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>
CHL 4	21170 Woodbine Avenue	Potential	<p>Highway 404 Interchange Alternatives:</p> <p>Alternatives 1 and 3 transect a portion of CHL 4 however, no direct adverse impacts to the potential heritage attributes of the property which were identified during the initial heritage screening, including the farm complex structures, are anticipated because the project work is located at roughly 750m east from them.</p> <p>Alternative 2 does not transect CHL 4. No direct impacts are anticipated.</p>	<p>No specific mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 6	21138 Leslie Street	Listed on municipal heritage register	<p>Leslie Street Interchange Alternatives: All the Interchange Alternatives (Alternative 1 and Alternative 2) transect a portion of CHL 6 and may have negative impacts to potential heritage attributes which were identified during the initial heritage screening.</p> <p>Hydro Tower Alignment Alternatives: All the Alignment Alternatives (Alternative 1, Alternative 2 and Alternative 3) transect a portion of CHL 6 and may have negative impacts to potential heritage attributes which were identified during the initial heritage screening.</p> <p>2nd Concession Interchange Alternatives: All the Interchange Alternatives (Alternative 1, Alternative 2 and Alternative 3) transect a portion of CHL 6 and may have negative impacts to potential heritage attributes which were identified during the initial heritage screening.</p>	<p>Leslie Street Interchange Alternatives: Since both of the Leslie Street Interchange Alternatives transect CHL 6 and may have direct impacts to potential heritage attributes, further assessment of impacts to the property and mitigation is required (i.e., Heritage Impact Assessment), if the property is determined to have CHVI.</p> <p>Hydro Tower Alignment Alternatives: Since all of the Hydro Tower Alignment Alternatives transect CHL 6 and may have direct impacts to potential heritage attributes, further assessment of impacts to the property and mitigation is required (i.e., Heritage Impact Assessment), if the property is determined to have CHVI.</p> <p>2nd Concession Interchange Alternatives: Since all of the 2nd Concession Interchange Alternatives transect CHL 6 and may have direct impacts to potential heritage attributes, further assessment of impacts to the property and mitigation is required (i.e., Heritage Impact Assessment) if the property is determined to have CHVI.</p> <p>Next Step: CHL6 is anticipated to be directly impacted by the Updated Technically Preferred Route, A CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 7	3287 9 th Line	Listed on municipal heritage register	<p>Highway 400 Interchange Alternatives:</p> <p>Interchange Alternatives 1 and 3 transect a portion of CHL 7 (Figure 6-1 and 6-2). It is not anticipated that there will be any direct adverse impacts to CHL 7 as the potential heritage attributes of the property are located roughly 330m north from the edge of the Bradford Bypass ROW for Alternative 1 and 3.</p> <p>Alternatives 2 and 4 do not transect CHL 7. No impacts are anticipated.</p>	<p>No specific mitigation measures or next steps for the Hwy 400 Interchange Alternatives are required.</p> <p>See general recommendations in Section 7.2.</p>
CHL 8	3521 9 th Line	Listed on municipal heritage register	<p>Highway 400 Interchange Alternatives:</p> <p>Interchange Alternatives 1 and 3 transect a portion of CHL 8 and may have direct impacts to potential heritage attributes that were identified through the initial heritage screening (Figure 6-1 and 6-2).</p> <p>Alternatives 2 and 4 do not transect CHL 8. No impacts are anticipated.</p>	<p>Highway 400 Interchange Alternatives:</p> <p>Preferred Option: Select one of the project design alternatives that avoid direct impact to CHL 8 (Alternative 2 or 4).</p> <p>Non-Preferred Option: If Alternative 1 or 3 are determined to be the preferred project design alternative, then an assessment of impacts to the property and mitigation is required (i.e., HIA), if the property is determined to have CHVI.</p> <p>Next Step: If CHL 8 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 9	2925 9 th Line	Listed on municipal heritage register	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>Alternatives 2 and 3 transect a portion of CHL 9 (Figure 6-3). It is not anticipated that there will be any direct adverse impacts to CHL 9 as the potential heritage attributes of the property, which were identified through the initial heritage screening, are located roughly 600m north of Alternative 2 and 3.</p> <p>Alternative 1 does not transect CHL 9. No impacts are anticipated.</p>	<p>No specific mitigation measures or next steps for the Between 10th Sideroad and County Road 4 Alignment Alternatives are required.</p> <p>See general recommendations in Section 7.2.</p>
CHL 10	2779 9 th Line	Listed on municipal heritage register	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>All the Alignment Alternatives (Alternative 1, 2, and 3) transect a portion of CHL 10 (Figure 6-3) and may have direct adverse impacts to potential heritage attributes that were identified through the initial heritage screening.</p>	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>Preferred Option: Avoid direct impacts to CHL 10.</p> <p>Non-Preferred Option: Since all three (3) of the Between 10th Sideroad and County Road 4 Alignment Alternatives transect CHL 10, and may impact potential heritage attributes, further assessment of impacts to the property and mitigation is required (i.e., HIA), if the property is determined to have CHVI.</p> <p>Next Step: If CHL10 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 11	2673 9 th Line	Potential	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>All the Alignment Alternatives (Alternative 1, 2, and 3) transect a portion of CHL 11 (Figure 6-3) and may have negative impacts to potential heritage attributes that were identified through the initial heritage screening.</p>	<p>Between 10th Sideroad and County Road 4 Alignment Alternatives:</p> <p>Preferred Option: Avoid direct impacts to CHL 11.</p> <p>Non-Preferred Option: Since all three (3) of the Between 10th Sideroad and County Road 4 Alignment Alternatives transect CHL 11, and may impact potential heritage attributes, further assessment of impacts to the property and mitigation is required (i.e., HIA), if the property is determined to have CHVI.</p> <p>Next Step: If CHL11 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>
CHL 13	3664 8 th Line	Potential	<p>Highway 400 Interchange Alternatives:</p> <p>There is anticipated project work for Interchange Alternatives 1, 3 and 4 within CHL 13 (Figure 6-2), however, it is not anticipated that there will be any direct adverse impacts as the potential heritage attributes of the property, which were identified through the initial heritage screening, are located roughly 115m west.</p> <p>Alternative 2 does not transect CHL 13. No impacts are anticipated.</p>	<p>No specific mitigation measures or next steps for the Hwy 400 Interchange Alternatives are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 14	3538 8 th Line	Potential	<p>Highway 400 Interchange Alternatives:</p> <p>Interchange Alternative 1 transects a portion of CHL 14 (Figure 6-1 and Figure 6-2) and may have direct impacts to potential heritage attributes that were identified through the initial heritage screening.</p> <p>Interchange Alternatives 2, 3 and 4 do not transect CHL 14. No impacts are anticipated.</p>	<p>Highway 400 Interchange Alternatives:</p> <p>Preferred Option: Select one of the alternatives that avoid direct impacts to CHL 14 (Alternatives 2, 3 or 4).</p> <p>Non-Preferred Option: If Alternative 1 is the preferred alternative, then further assessment of impacts to the property and mitigation is required (i.e., Heritage Impact Assessment), if the property is determined to have CHVI.</p> <p>Next Step: If CHL14 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>
CHL 15	3606 8 th Line	Potential	<p>Highway 400 Interchange Alternatives:</p> <p>Alternative 1, 3 and 4 transect a portion of CHL 15 (Figure 6-2) and may have negative impacts to potential heritage attributes that were identified through the initial heritage screening.</p> <p>Alternative 2 does not transect CHL 15. No impacts are anticipated.</p>	<p>Highway 400 Interchange Alternatives:</p> <p>Preferred Option: Select the alternative that avoids direct impact to CHL 15 (Alternative 2).</p> <p>Non-Preferred Option: If Alternatives 1, 3 or 4 are the preferred alternative, then further assessment of impacts to the property and mitigation is required (i.e., Heritage Impact Assessment), if the property is determined to have CHVI.</p> <p>Next Step: If CHL15 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 16	3606 8th Line	Potential	<p>Highway 400 Interchange Alternatives:</p> <p>Interchange Alternatives 1 and 3 transect a portion of CHL 16 (Figure 6-2) and may have direct impacts to potential heritage attributes that were identified through the initial heritage screening.</p> <p>Alternative 2 and 4 do not transect CHL 16. No impacts are anticipated.</p>	<p>Hwy 400 Interchange Alternatives:</p> <p>Preferred Option: Select one of the alternatives that avoid direct impact to CHL 16 (Alternative 2 or 4).</p> <p>Non-Preferred Option: If Alternatives 1 or 3 is determined to be the preferred project alternative, then further assessment of impacts to the property and mitigation is required (i.e., HIA), if the property is determined to have CHVI.</p> <p>Next Step: If CHL16 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>
CHL 17	Holland River Watershed	Potential	<p>All Interchange and Alignment Alternatives:</p> <p>All of the Interchange and Alignment Alternatives found within the Study Area transect a portion of CHL 17 (Figure 6-1 to Figure 6-6) and may have negative impacts to the potential heritage attributes that were identified through the initial heritage screening.</p>	<p>All Interchange and Alignment Alternatives:</p> <p>Since all of the Interchange and Alignment Alternatives found within the Study Area transect CHL 17 and may have negative impacts to potential heritage attributes, further assessment of impacts to the landscape and mitigation are required (i.e., Heritage Impact Assessment), if the potential CHL is determined to have CHVI.</p> <p>Next Step: CHL17 is anticipated to be directly impacted by the Updated Technically Preferred Route, a CHER should be completed by a Qualified Person(s) as the next step to determine if the property has CHVI.</p>

6.2 Preliminary Impact Assessment of the Updated Technically Preferred Route

Appendix A, Figure 7 (Figures 7-1 to 7-6) illustrates the Updated Technically Preferred Route, including the Preferred Alternative alignments and interchanges, within the CHRAR Study Area. **Table 6** conducts a preliminary impact assessment of all potential BHRs and CHLs and recommends mitigation options based on the Updated Technically Preferred Route.

The Updated Technically Preferred Route includes the following Preferred Alternatives:

- The Preferred Alternative for the Bathurst Street Interchange is Alternative 1
- The Preferred Alternative for the Holland River East Branch is Alternative 2
- The Preferred Alternative for the Leslie Street Interchange is Alternative 1
- The Preferred Alternative for Hydro Tower Alignment is Alternative 2
- The Preferred Alternative for the Highway 400 Freeway to Freeway Interchange is Alternative 3
- The Preferred Alternative for the Highway 404 Freeway to Freeway Interchange is Alternative 1
- The Preferred Alternative for the 10th Sideroad Interchange is Alternative 1
- The Preferred Alternative for Between 10th Sideroad and County Road 4 Alignment is Alternative 2
- The Preferred Alternative for the 2nd Concession Road Interchange is Alternative 1.

Table 6: Preliminary Impact Assessment, Proposed Mitigation and Next Steps of the Updated Technically Preferred Route

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
BHR 2	21145 Leslie Street	Designated, Part IV	<p>No Direct Adverse Impacts Anticipated:</p> <p>Leslie Street Interchange Alternative 1 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Alternative 1 was recommended as one of the preferred mitigation alternatives in Table 5.</p> <p>Based on the Updated Technically Preferred Route, BHR 2 is not transected by the transportation infrastructure of the Leslie Street Interchange, therefore, no direct adverse impacts are anticipated (Figure 7-6).</p>	<p>Continue to avoid direct adverse impacts to the property. No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
BHR 3	2948 Yonge Street	PHP: Determined by the Ministry to meet the criteria in O. Reg. 9/06 of the <i>Ontario Heritage Act</i> based on the recommendation s made in the <i>Cultural Heritage Evaluation Report: 2948 Yonge Street</i> (AECOM, 2022)	<p>Potential Direct Adverse Impacts:</p> <p>Between 10th Sideroad and County Road, 4 Alignment Alternative 2 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as having potential direct impacts to BHR 3.</p> <p>Based on the Updated Technically Preferred Route, there is potential for isolation of the house located at BHR 3 (Figure 7-3). The required property taking to accommodate the new transportation infrastructure may include the severance of the shared access driveway that provides the only access to BHR 3. Severance of the shared access driveway will isolate BHR 3 from the public ROW. Without access to the property, the house may have to be removed due to an inability to use and maintain it. The Ministry is required to ensure that a property does not have the potential to cause a health and safety risk to the general public. .</p>	<p>Mitigation:</p> <p>Prevent isolation of the house by modifying access, if possible.</p> <p>Next Steps:</p> <ul style="list-style-type: none"> ▪ An HIA should be completed by a Qualified Person(s), to further assess the impacts of construction activities and the operation of new transportation infrastructure on the property. This report will outline any impacts to BHR 3 and make recommendations on alternatives and mitigative measures that will minimize impacts to the property.

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
BHR 5	3412 8 th Line	Listed on municipal heritage register	<p>Potential Direct Adverse Impacts:</p> <p>Highway 400 Freeway to Freeway IC Alternative 3 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as having potential direct impacts to BHR 5.</p> <p>Based on the Updated Technically Preferred Route there is potential for the Ministry to require partial property acquisition at BHR 5 (Figure 7-2) to construct transportation infrastructure. The new transportation infrastructure may result in the loss of the use of active agricultural lands on a large portion of the northern section of the property. Initial heritage screening indicated that this property has potential CHVI which may be based upon its setting within a rural agricultural landscape, therefore, changes to this landscape may affect the CHVI of the property.</p>	<p>Mitigation:</p> <p>Where possible, reduce changes to the agricultural landscape and investigate ways to modify the landscape to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>Next Steps:</p> <p>The following next steps are required:</p> <ul style="list-style-type: none"> ▪ A CHER should be completed by a Qualified Person(s) to determine if the property has CHVI. ▪ If the Ministry determines that BHR 5 meets the criteria in O. Reg. 9/06 or O. Reg. 10/06, then an HIA should be completed.
BHR 8	2835-2879 Yonge Street	Demolished	<p>Demolished: The house located at BHR 8 is no longer extant.</p>	Not applicable.

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 1	21308 Woodbine Avenue	Listed on municipal heritage register	<p>No Direct Adverse Impacts Anticipated:</p> <p>Highway 404 Freeway to Freeway IC Alternative 1 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributed of CHL1 that were identified through initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route there is potential for minor partial property acquisition due to construction of a new on/off ramp along the western boundary of the property which currently consists of agricultural lands (Figure 7-6). It is not anticipated that there will be any direct adverse impacts to the potential CHVI of CHL 1 as the potential heritage attributes of the property, including the house, are located roughly 875m east from the edge of the Bradford Bypass ROW along Woodbine Avenue.</p>	<p>Continue to avoid direct adverse impacts to the potential heritage attributes of the property. Where possible, reduce changes to the agricultural landscape and investigate ways to modify the landscape to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>
CHL 3	20724 Woodbine Avenue	Listed on municipal heritage register	<p>No Direct Adverse Impacts Anticipated:</p> <p>No Alternatives transect CHL 3.</p> <p>Based on the Updated Technically Preferred Route there are no potential direct adverse impacts to CHL 3.</p>	<p>Continue to avoid direct adverse impacts to the property. No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 4	21170 Woodbine Avenue	Potential (No heritage recognition)	<p>No Direct Adverse Impacts Anticipated:</p> <p>Highway 404 Freeway to Freeway IC Alternative 1 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributes of CHL 4 that were identified through initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route there is potential for minor partial property acquisition due to construction of a new on/off ramp along the western boundary of the property which currently consists of agricultural lands (Figure 7-6). It is not anticipated that there will be any direct adverse impacts to the potential CHVI of CHL 4 as the potential heritage attributes of the property, including the farm complex, are located roughly 750m east from the edge of the Bradford Bypass ROW along Woodbine Avenue.</p>	<p>Continue to avoid direct adverse impacts to the potential heritage attributes of the property. Where possible, reduce changes to the landscape and investigate ways to modify it to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 6	21138 Leslie Street	Listed on municipal heritage register	<p>Potential Direct Adverse Impacts:</p> <p>Leslie Street Alternative 1 and Hydro Tower Alternative 2 were determined to be the Preferred Alternatives and were incorporated into the Updated Technically Preferred Route. Table 5 documents these alternatives as having potential direct impacts to CHL 6.</p> <p>Based on the Updated Technically Preferred Route there is potential for the Ministry to require major property acquisition of CHL 6 (Figure 7-5 and Figure 7-6) to construct transportation infrastructure. The required property taking to accommodate the new transportation infrastructure may include displacement of a large portion of the southern section of the property consisting of active agricultural lands. Initial heritage screening indicated that this property has potential CHVI which may be based upon its setting within a rural agricultural landscape, therefore, changes to this landscape may affect the CHVI of the property.</p>	<p>Mitigation:</p> <p>Where possible, reduce changes to the agricultural landscape and investigate ways to modify the landscape to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>Next Steps:</p> <p>The following next steps are required:</p> <ul style="list-style-type: none"> ▪ A CHER should be completed by a Qualified Heritage Professional to determine if the property has CHVI. ▪ If the Ministry determines that CHL 6 meets the criteria of O. Reg. 9/06 or O. Reg. 10/06, then an HIA should be completed.

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 7	3287 9 th Line	Listed on municipal heritage register	<p>No Direct Adverse Impacts Anticipated:</p> <p>Highway 400 Freeway to Freeway IC Alternative 3 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributed of CHL 7 that were identified through initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route, there is potential for minor partial property acquisition due to construction of a new on/off ramp along the southern edge of the property which currently consists of agricultural lands and woodlands (Figure 7-1 and Figure 7-2). It is not anticipated that there will be any direct adverse impacts to the potential CHVI of CHL 7 as the potential heritage attributes of the property are located roughly 330m north from the edge of the Bradford Bypass ROW along 9th Line.</p>	<p>Continue to avoid direct adverse impacts to the potential heritage attributes of the property. Where possible, reduce changes to the landscape and investigate ways to modify it to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 8	3521 9 th Line	Listed on municipal heritage register	<p>Potential Direct Adverse Impacts:</p> <p>Highway 400 Freeway to Freeway IC Alternative 3 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as having potential direct impacts to the potential heritage attributes of CHL 8 that were identified through initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route there is potential for the Ministry to require major property acquisition of CHL 8 (Figure 7-1 and Figure 7-2) to construct transportation infrastructure. The new transportation infrastructure may result in the displacement of a portion of the southern section of the property consisting of active agricultural lands. Initial heritage screening indicated that this property has potential CHVI which may be based upon its setting within a rural agricultural landscape, therefore, changes to this landscape may affect the CHVI of the property.</p>	<p>Mitigation:</p> <p>Where possible, reduce changes to the agricultural landscape and investigate ways to modify the landscape to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>Next Steps:</p> <p>The following next steps are required:</p> <ul style="list-style-type: none"> ▪ A CHER should be completed by a Qualified Person(s) to determine if the property has CHVI. ▪ If the Ministry determines that CHL 8 meets the criteria of O. Reg. 9/06 or O. Reg. 10/06, then an HIA should be completed.

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 9	2925 9 th Line	Listed on municipal heritage register	<p>No Direct Adverse Impacts Anticipated:</p> <p>Between 10th Sideroad and County Road 4 Alignment Bradford Hill Alternative 2 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributes of CHL 9 that were identified through initial heritage screening.</p> <p>Based on Updated Technically Preferred Route, there is potential for the Ministry to require partial property acquisition along the southeastern corner of the property consisting of agricultural lands (Figure 7-1 and Figure 7-2) to construct transportation infrastructure. It is not anticipated that there will be any direct adverse impacts to CHL 9 as the potential heritage attributes of the property are located roughly 600m north from the edge of the Updated Technically Preferred Route along 9th Line.</p>	<p>Continue to avoid direct adverse impacts to the potential heritage attributes of the property. Where possible, reduce changes to the landscape and investigate ways to modify it to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 10	2779 9 th Line	Listed on municipal heritage register	<p>Potential Direct Adverse Impacts:</p> <p>Between 10th Sideroad and County Road, 4 Alignment Alternative 2 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents that this alternative has the potential to directly impact potential CHL 10.</p> <p>Based on the Updated Technically Preferred Route there is potential for the Ministry to require major property acquisition of CHL 10 (Figure 7-1 and Figure 7-2) to construct transportation infrastructure. The new transportation infrastructure may result in the displacement of a portion of the southern section of the property consisting of active agricultural lands. Initial heritage screening indicated that this property has potential CHVI which may be based upon its setting within a rural agricultural landscape, therefore, changes to this landscape may affect the CHVI of the property.</p>	<p>Mitigation:</p> <p>Where possible, reduce changes to the agricultural landscape and investigate ways to modify the landscape to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>Next Steps:</p> <p>The following next steps are required:</p> <ul style="list-style-type: none"> ▪ A CHER should be completed by a Qualified Person(s) to determine if the property has CHVI. ▪ If the Ministry determines that CHL 10 meets the criteria of O. Reg. 9/06 or O. Reg. 10/06, then an HIA should be completed.

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 11	2673 9 th Line	Potential (No heritage recognition)	<p>Potential Direct Adverse Impacts:</p> <p>Between 10th Sideroad and County Road, 4 Alignment Alternative 2 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents that this alternative has potential direct impacts to the potential heritage attributes of CHL 11.</p> <p>Based on the Updated Technically Preferred Route there is potential for the Ministry to require major property acquisition of CHL 11 (Figure 7-1 and Figure 7-2) to construct transportation infrastructure. The new transportation infrastructure may result in the displacement of a portion of the southern section of the property consisting of active agricultural lands. Initial heritage screening indicated that this property has potential CHVI which may be based upon its setting within a rural agricultural landscape, therefore, changes to this landscape may affect the CHVI of the property.</p>	<p>Mitigation:</p> <p>Where possible, reduce changes to the agricultural landscape and investigate ways to modify the landscape to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>Next Steps:</p> <p>The following next steps are required:</p> <ul style="list-style-type: none"> ▪ A CHER should be completed by a Qualified Heritage Professional, during the preliminary design phase, to determine if the property has CHVI. ▪ If the Ministry determines that CHL 11 meets the criteria of O. Reg. 9/06 or O. Reg. 10/06, then an HIA should be completed.

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 13	3664 8 th Line	Potential (No heritage recognition)	<p>No Direct Adverse Impacts Anticipated:</p> <p>Highway 400 Freeway to Freeway Interchange Alternative 3 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributes of CHL 13 that were identified through the initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route, there is potential for minor partial property acquisition due to an on/off ramp along the eastern boundary of the property consisting of agricultural lands (Figure 7-1 and Figure 7-2). It is not anticipated that there will be any direct adverse impacts to CHL 13 as the potential heritage attributes of the property are located roughly 115m west from the edge of the Bradford Bypass ROW along 8th Line.</p>	<p>Continue to avoid direct adverse impacts to the potential heritage attributes of the property. Where possible, reduce changes to the landscape and investigate ways to modify it to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 14	3538 8 th Line	Potential (No heritage recognition)	<p>No Direct Adverse Impacts Anticipated:</p> <p>Highway 400 Freeway to Freeway Interchange Alternative 3 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributes of CHL 14 that were identified through the initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route, CHL 14 is not within the design area and is not anticipated to result in any property acquisition (Figure 7-2). Therefore, it is not anticipated that there will be any impacts to CHL 14.</p>	<p>Continue to avoid direct adverse impacts to the potential heritage attributes of the property. Where possible, reduce changes to the landscape and investigate ways to modify it to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>
CHL 15	3606 8 th Line	Potential (No heritage recognition)	<p>No Direct Adverse Impacts Anticipated:</p> <p>Highway 400 Freeway to Freeway Interchange Alternative 3 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributes of CHL 15 that were identified through the initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route, CHL 15 is not within the design area and is not anticipated to result in any property acquisition (Figure 7-2). Therefore, it is not anticipated that there will be any impacts to CHL 15.</p>	<p>Continue to avoid direct adverse impacts to the property. Where possible, investigate ways to modify landscaping on surrounding properties that are being altered by the project to reduce indirect impacts to this property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 16	3606 8th Line	Potential (No heritage recognition)	<p>No Direct Adverse Impacts Anticipated:</p> <p>Highway 400 Freeway to Freeway Interchange Alternative 3 was determined to be the Preferred Alternative and was incorporated into the Updated Technically Preferred Route. Table 5 documents this alternative as not having any anticipated direct impacts to the potential heritage attributes of CHL 16 that were identified through the initial heritage screening.</p> <p>Based on the Updated Technically Preferred Route, CHL 16 is not within the design area and is not anticipated to result in any property acquisition (Figure 7-2). Therefore, it is not anticipated that there will be any impacts to CHL 16.</p>	<p>Continue to avoid direct adverse impacts to the potential heritage attributes of the property. Where possible, reduce changes to the landscape and investigate ways to modify it to reduce impacts to the remaining property such as plantings and vegetative screening.</p> <p>No further mitigation or next steps are required.</p> <p>See general recommendations in Section 7.2.</p>

Feature ID	Location/ Address	Heritage Recognition (2022)	Discussion of Impacts	Proposed Mitigation and Next Steps
CHL 17	Holland River Watershed	Potential (No heritage recognition)	<p>Potential Direct Adverse Impact:</p> <p>Based on the Updated Technically Preferred Route there is potential for the Ministry to require major property acquisition of CHL 17 (Figure 7-1 to Figure 7-6) to construct transportation infrastructure, which includes but is not limited to the proposed full and partial interchanges, grade separated crossings at intersecting municipal roads and watercourses and new bridges. The required property taking to accommodate the new transportation infrastructure may include displacement of a portion of the Holland River Watershed including the Holland River and Holland River East Branch, adjacent riverbanks, associated wetland areas, and agricultural lands. Initial heritage screening indicated that CHL 17 has potential CHVI, therefore, changes to this landscape may affect the CHVI of the Holland River Watershed.</p>	<p>Mitigation:</p> <p>Where possible, design the proposed transportation infrastructure and associated construction activities to eliminate and/or reduce impacts to the Holland River Watershed including the Holland River and Holland River East Branch, adjacent riverbanks, associated wetland areas, and agricultural lands.</p> <p>Next Steps:</p> <p>The following next steps are required:</p> <ul style="list-style-type: none"> ▪ A CHER should be completed by a Qualified Person(s) to determine if the property has CHVI. ▪ If the Ministry determines that CHL 17 meets the criteria of O. Reg. 9/06 or O. Reg. 10/06, then a HIA is recommended to be completed.

7. Recommendations

This CHRAR includes a description of the Study Area and the proposed undertaking including a summary of the history of land and community development and an inventory of properties with known or potential CHVI located within the Study Area. A preliminary assessment of potential impacts from proposed project activities on known and potential BHRs and CHLs and the analysis and recommendations for project alternatives that would conserve cultural heritage that went into the development of the Updated Technically Preferred Route is recorded in the CHRAR. Proposed mitigation to conserve known and potential BHRs and CHLs and recommended next steps are also provided.

A total of eighteen (18) known or potential BHRs and CHLs were identified within the Study Area. The preliminary impact assessment for Updated Technically Preferred Route determined that eleven (11) of the known or potential BHRs and CHLs (BHR 2, BHR 8, CHL 1, CHL 3, CHL 4, CHL 7, CHL 9, CHL 13, CHL 14, CHL 15 and CHL 16) are not anticipated to be directly adversely impacted and no further work is recommended beyond the general mitigations measures described in Section 7.1. Seven (7) known or potential BHRs and CHLs (BHR 3, BHR 5, CHL 6, CHL 8, CHL 10, CHL 11, and CHL 17) are anticipated to be directly adversely impacted by the project.

7.1 General Mitigation Measures

For all known or potential BHRs and CHLs that have been identified within the Updated Technically Preferred Route Study Area (**Table 3**), general mitigations measures have been developed including the following:

1. Construction activities should be suitably planned and undertaken to avoid impacts including but not limited to:
 - Informing construction crews of the location of known or potential BHRs and CHLs
 - Confining construction related activities to the proposed ROW
 - Establishing no-go zones and procedures to avoid impacts
2. To ensure all known and potential BHRs and CHLs listed in **Table 3** are not adversely indirectly impacted by mechanical vibration during construction, a construction vibration assessment should be developed. Should the construction vibration assessment determine that the structure(s) or landscape features within the known or potential BHRs and CHLs are subject to potential adverse impacts due to vibration, it is recommended that a vibration monitoring plan should be prepared, and mitigation measures implemented to lessen vibration impacts related to construction.

7.2 Next Steps

The Ministry will complete the recommended CHERs and HIAs to inform decisions that may affect properties that are determined by the Ministry to be Provincial Heritage Properties prior to initiating any actions that may affect the CHVI of a Provincial Heritage Property. The recommended next steps are as follows:

1. **Further Assessment Required:** Properties that have been identified with known or potential CHVI, and that have not been evaluated previously by the Ministry will require further evaluation if they may be adversely impacted by the Updated Technically Preferred Route. This will require the completion of a CHER. CHERs will be undertaken by Qualified Person(s) and will be made available to interested parties on request. Properties identified as provincial heritage properties and provincial heritage properties of provincial

significance will be included on the list of provincial heritage properties maintained by MCM (provision B.3 of the OHA S&Gs).

Table 7: Summary of the Preliminary Impact Assessment and Next Steps – CHERs

Feature ID	Location/Address	Heritage Recognition (2022)	Preliminary Impact Assessment	Next Steps
BHR 5	3412 8 th Line, Bradford West Gwillimbury	Listed on municipal heritage register	Direct – Substantial property disruption, no displacement	CHER
CHL 6	21138 Leslie Street, East Gwillimbury	Listed on municipal heritage register	Direct – Displacement	CHER
CHL 8	3521 9 th Line, Bradford West Gwillimbury	Listed on municipal heritage register	Direct – Substantial property disruption, no displacement	CHER
CHL 10	2779 9 th Line	Listed on municipal heritage register	Direct – Substantial property disruption, no displacement	CHER
CHL 11	2673 9 th Line	None (No heritage recognition)	Direct – Substantial property disruption, no displacement	CHER
CHL 17	Holland River Watershed	None (No heritage recognition)	Direct – Substantial property disruption, minor displacement	CHER

2. **Heritage Impact Assessment (HIA):** For properties that have been determined by the Ministry to meet the criteria in O. Reg. 9/06 or O. Reg. 10/06 of the Ontario Heritage Act and that may be adversely impacted by the Updated Technically Preferred Route, it is recommended that an HIA is prepared to fully assess impacts and propose alternatives and mitigation to conserve the property's CHVI (**Table 8**). HIAs will be undertaken by qualified person(s), will be provided to MCM for review and comment, and will be made available to interested parties on request. HIAs will follow Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties (MCM, 2017). At time of reporting, the following property has been determined by the Ministry to be a PHP and is anticipated to be adversely impacted by the Updated Technically Preferred Route, therefore, an HIA is recommended as the next step.

Table 8: Summary of Preliminary Impact Assessment and Next Steps – HIAs

Feature ID	Location/Address	Heritage Recognition (2022)	Preliminary Impact Assessment	Next Steps
BHR 3	2948 Yonge Street, Bradford West Gwillimbury	Provincial Heritage Property (PHP): Determined by the Ministry to meet the criteria in O. Reg. 9/06 of the <i>Ontario Heritage Act</i> based on the recommendations made in the <i>Cultural Heritage Evaluation Report: 2948 Yonge Street</i> (AECOM, 2022).	Direct – Isolation from surrounding environment, displacement	HIA

3. In accordance with F.5 of the S&Gs, if the Ministry determines that a property is a provincial heritage property of provincial significance, the Ministry will obtain the consent of the Minister of Citizenship and Multiculturalism before removing or demolishing buildings or structures on the property, or before transferring the property from provincial control. The Ministry acknowledges that the Minister may not grant consent or may grant consent, with or without conditions, where the Minister is of the opinion that all alternatives to the removal, demolition or the transfer of the property have been considered by the Ministry, including alternatives that would not adversely affect the property, and the best alternative in all the circumstances has been adopted. The Minister, as a condition of consent, may require that such reasonable steps as the Minister may specify be taken to minimize or mitigate adverse effects on the property resulting from the removal, demolition or the transfer of the property.

4. Should there be changes to the Updated Technically Preferred Route, a Qualified Person(s) should assess whether they will affect the assessment of existing heritage conditions and preliminary impacts and provide advice on any required revisions to the recommendations in this CHRAR.

8. Sources

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Highway 400 – Highway 404 Link (Bradford Bypass)

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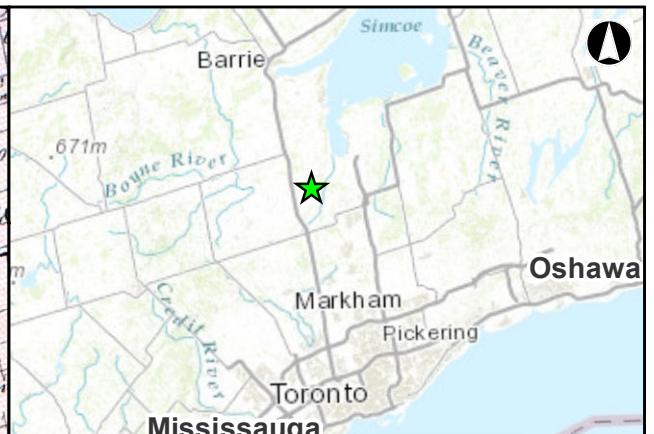
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Environmental Reference for Highway Design

Appendix **A**

CHRAR Mapping



Legend

- ★ Site Location
- Watercourse
- Waterbody
- CHRAR Study Area
- Municipality Boundary
- Bradford Bypass - MTO Right-Of-Way
- Bradford Bypass Preliminary Design
- Separate MTO EA Study

0 500 1,000 2,000 3,000
Meters

Highway 400 – Highway 404 Link (Bradford Bypass)

Study Area overlaid on the 1878 Illustrated Historical Atlas of the County of York and the 1881 Illustrated Historical Atlas of the County of Simcoe

Feb 2023	1:55,000	Datum: NAD 1983 UTM Zone 17N Source: MNR, ESRI
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	V: Study Area	

AECOM Figure 4

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TOWN OF INNISFIL

TOWN OF GEORGINA

TOWN OF BRADFORD WEST GWILLIMBURY

TOWN OF EAST GWILLIMBURY

TOWNSHIP OF KING

TOWN OF NEWMARKET

Bradford Bypass Detail Design by Others

Separate MTO EA Study

DEERHURST P.O.

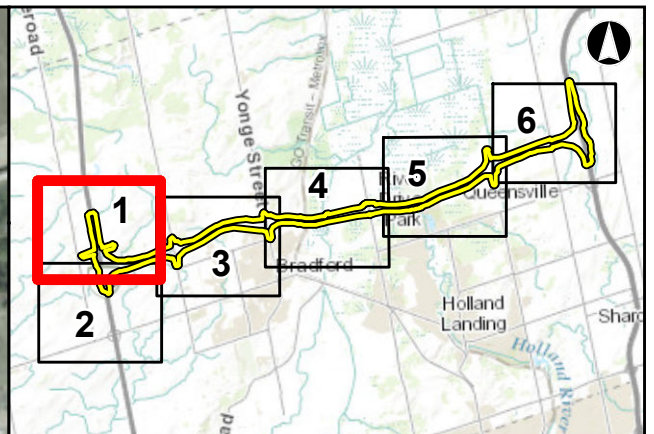
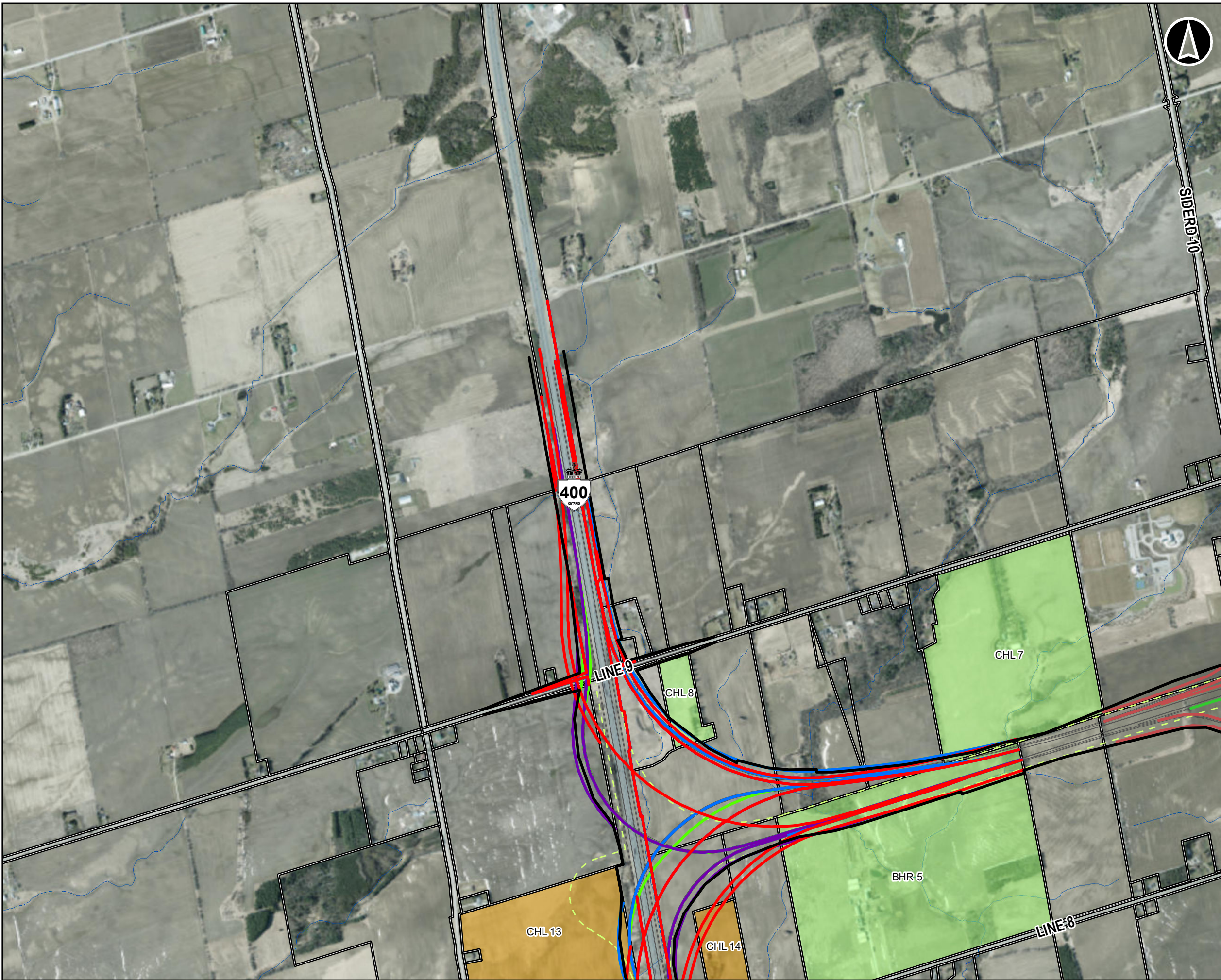
GOULSONS CORRS

BRADFORD

HOLLAND LANDING

MIDDLETOWN

BRADFORD BYPASS



Legend

- Bradford Bypass - MTO Right-Of-Way
- Bradford Bypass Preliminary Design
- Watercourse
- ▭ Municipality Boundary
- - - 2002 EA Alignment (Base Case)
- 10th Sideroad, Alternative 1
- 10th Sideroad, Alternative 2
- Hwy 400 Option 1
- Hwy 400 Option 2
- Hwy 400 Option 3
- Hwy 400 Option 4

Municipal Heritage Recognition

- Listed
- Potential (None)

0 180 360 720 1,080
Meters

**Highway 400 – Highway 404 Link
(Bradford Bypass)**

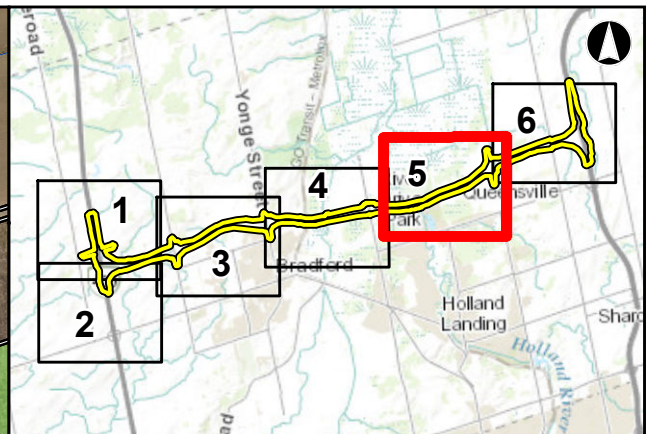
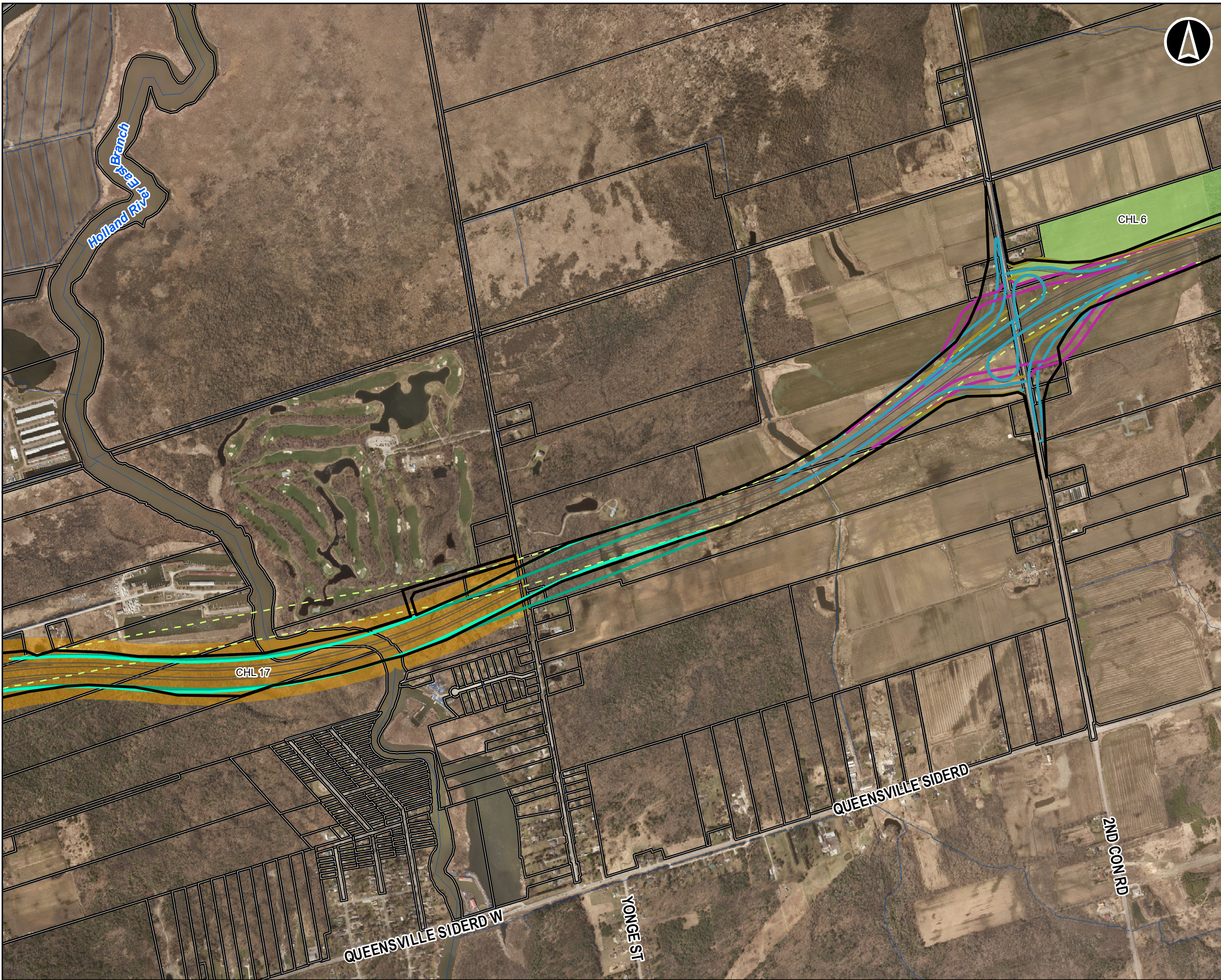
**Overview Map of Interchanges and
Alignment Alternatives**

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V: Study Area		Figure 6-1

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Legend

- Bradford Bypass - MTO Right-Of-Way
- Bradford Bypass Preliminary Design
- Watercourse
- ▭ Municipality Boundary
- - - 2002 EA Alignment (Base Case)
- 2nd Concession, Alternative 1
- 2nd Concession, Alternative 2
- 2nd Concession, Alternative 3
- East Holland River Option 2
- East Holland River Option 3

Municipal Heritage Recognition

- Listed
- Potential (None)

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Meters

**Highway 400 – Highway 404 Link
(Bradford Bypass)**

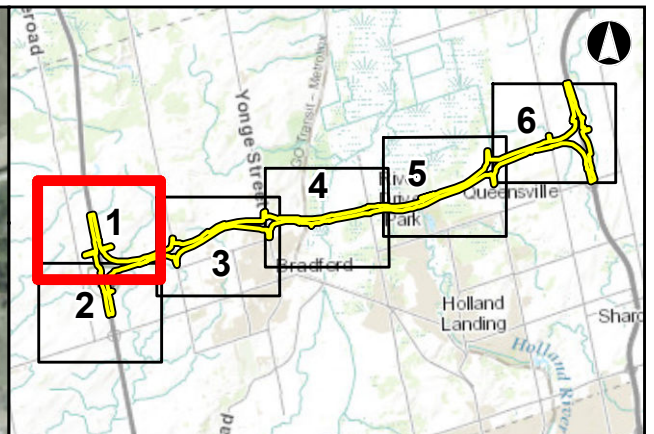
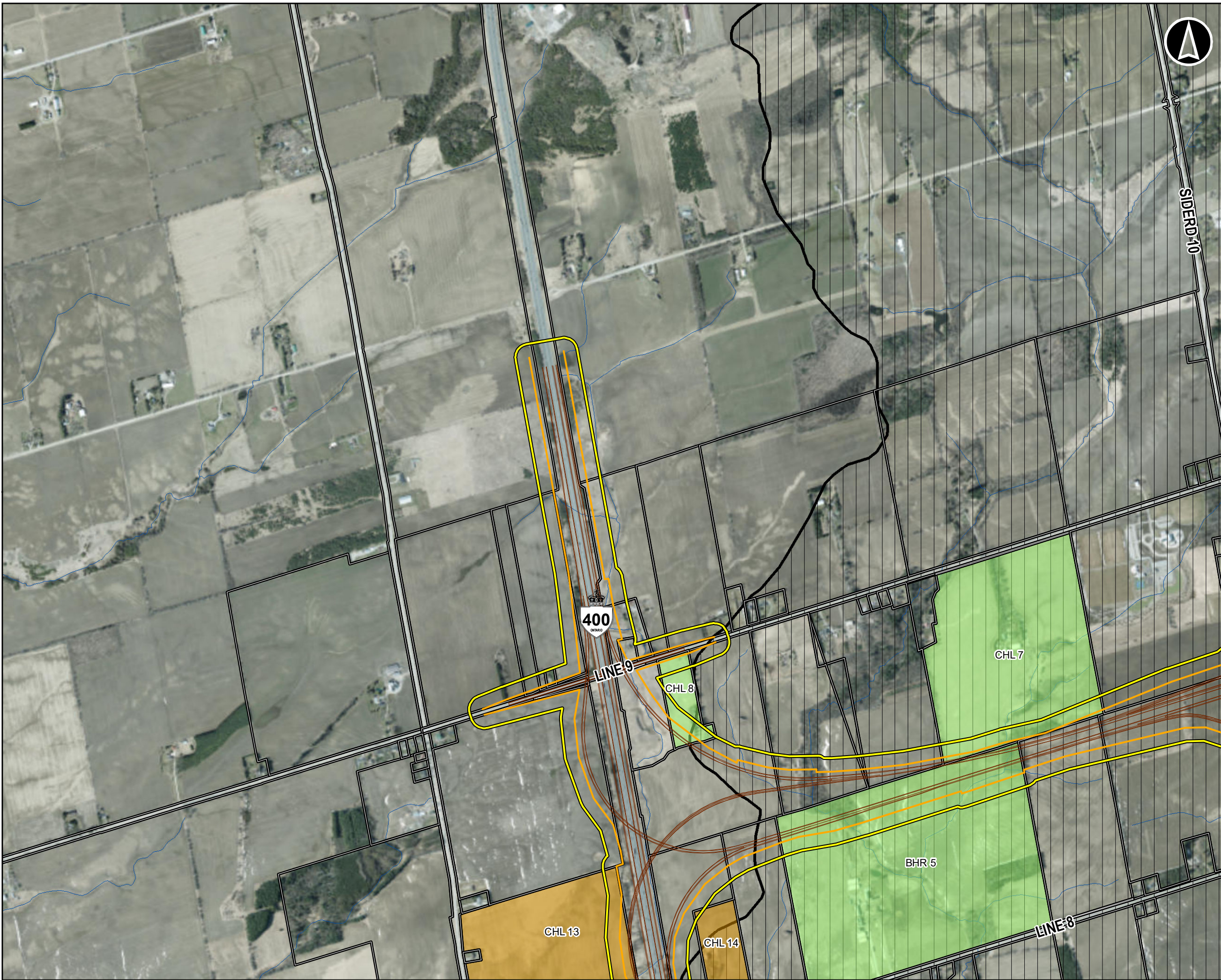
**Overview Map of Interchanges and
Alignment Alternatives**

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V: Study Area		Figure 6-5

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Legend

- Bradford Bypass - MTO Right-Of-Way
- Bradford Bypass Preliminary Design
- Watercourse
- CHRAR Study Area
- Municipality Boundary

Municipal Heritage Recognition

- Listed
- Potential (None)
- Holland River Watershed (CHL 17)

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Meters

**Highway 400 – Highway 404 Link
(Bradford Bypass)**

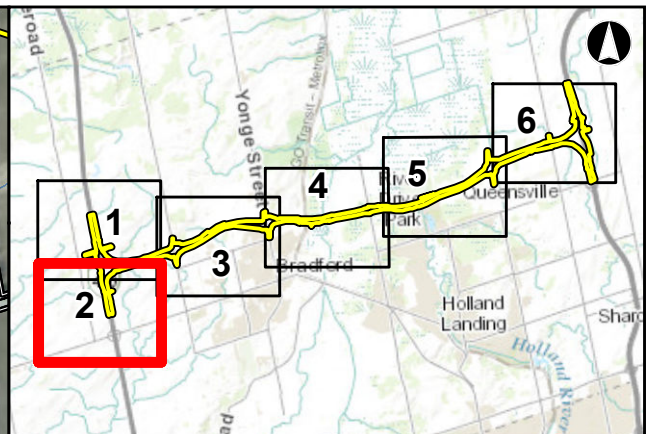
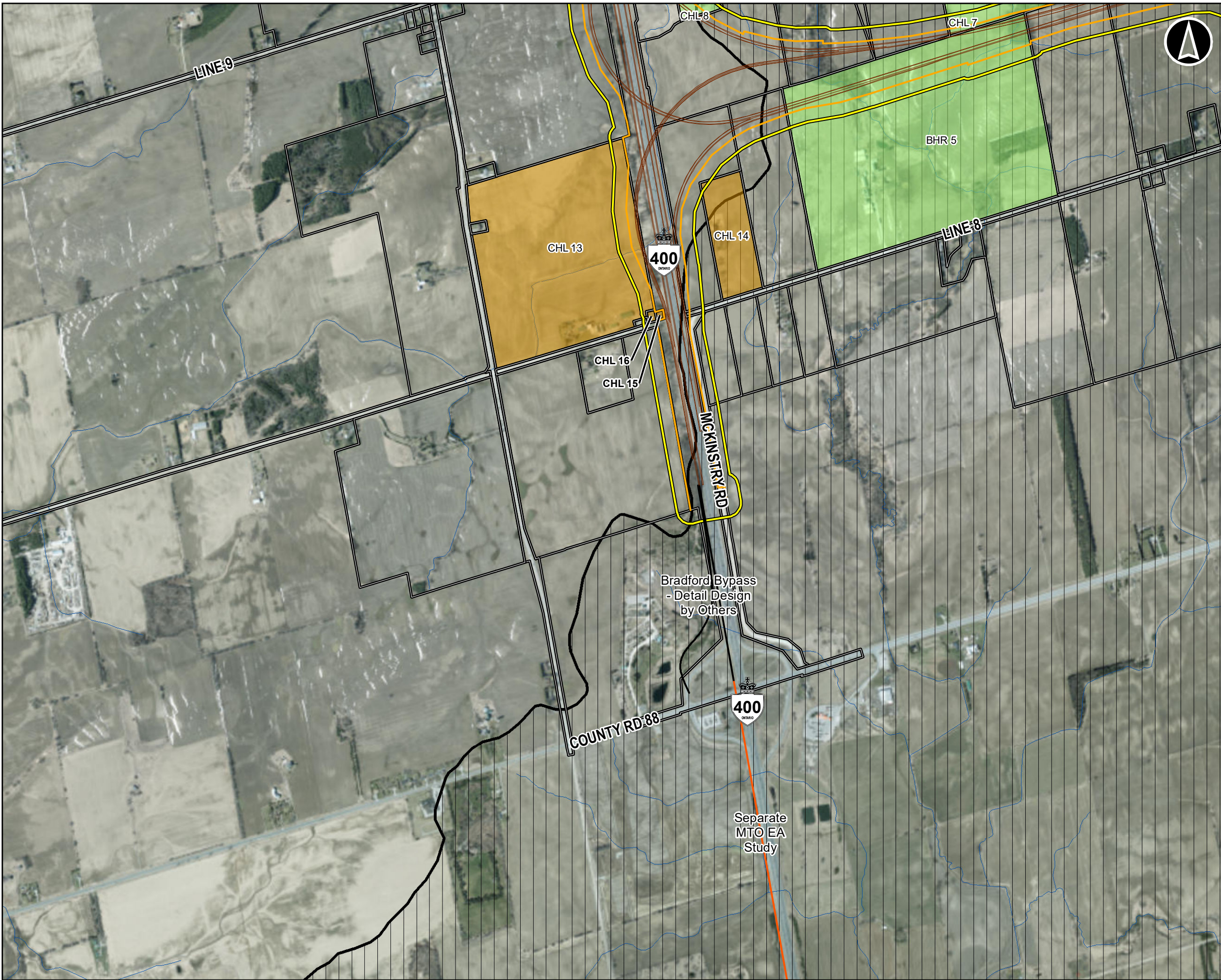
**Overview Map of Interchanges and
Alignment Alternatives**

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V: Study Area		Figure 7-1

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Legend

- Bradford Bypass - MTO Right-Of-Way
- Bradford Bypass Preliminary Design
- Bradford Bypass/Detail Design (by Others)
- Separate MTO EA Study
- Watercourse
- CHRAR Study Area
- Municipality Boundary

Municipal Heritage Recognition

- Listed
- Potential (None)
- Holland River Watershed (CHL 17)

0 180 360 720 1,080
Meters

**Highway 400 – Highway 404 Link
(Bradford Bypass)**

**Overview Map of Interchanges and
Alignment Alternatives**

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V: Study Area		Figure 7-2

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Appendix **B**

Ojibway Hunting Territories



John Hawk
Joe Hawk
John Miller

Chippewa Travel Corridor

J. B. Stinson

Benson
Nenaguishkung

Alex & Samuel
Ingersoll/
Benson

Rama

Joe
Shilling

James Ashqueb
Ingersoll

Knotts/
Whetung/
John
Big Canoe

York

Philip Antone/
George York

Ingersoll/
Bigwin

Joseph &
William
Yellowhead

Yellowhead

Abraham
Aisance

Simpson
Yellowhead

Alex
Ingersoll

Joe
Black

Otter Burial Grounds/
Bigwin

John Smoke/
Bigwin

Kenise/
Blackbird/
King/
Whetung

David
Simcoe

GEORGIAN
BAY

Western
Islands
GEORGIAN BAY ISLANDS
TREATY 1856

Moose Deer Point
Yellowhead

James
Aisance

Frank & Joe Sayer

Bigwin/Young/Miller
Chippewa
Travel
Corridor

Thomas
Port

Jim York

Christian
Islands
BEAUSOLEIL
ISLAND
1798 TREATY

COLLINS
TREATY
1785

Simpson &
William
Ingersoll

Philip
Antoine

BEAUSOLEIL
ISLAND

Joe
Simcoe

COLDWATER
TREATY
1830

Frank
Joe

Alex
Douglas

NOTTAWASAGA BAY

1815 TREATY

Rama

Alder York/
Simpson George

Monague

Aisance

James
George

Georgina
Island

John
Big Canoe

GREY

Solomon
Marks

Benjamin
Ashqueb

Nobogon

Chippewa
Travel
Corridor

Chippewa Travel Corridor

DUFFERIN

Thomas
Kodegewon

DURHAM (RM)

Chippewa / Mississauga
(Simcoe Grant)
1792

MISSISSAUGAS

PETERBOROUGH

MISSISSAUGAS

NORTHUMBERLAND

Appendix **C**

**Notice of Intention to Designate and By-Law
Designation – 21145 Leslie Street, Queensville**



An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **www.heritagetrust.on.ca**.

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Town of East Gwillimbury

MUNICIPAL OFFICE
19000 LESLIE STREET
SHARON, ONTARIO L0G 1V0
TELEPHONE: (905) 478-4282
FAX: (905) 478-2808

RM of York

IN THE MATTER OF THE ONTARIO HERITAGE ACT, 1980,
S.O. CHAPTER 337

AND IN THE MATTER OF THE LANDS AND PREMISES AT THE
FOLLOWING MUNICIPAL ADDRESS IN THE PROVINCE OF ONTARIO

NOTICE OF INTENTION TO DESIGNATE

To: Ontario Heritage Foundation
77 Bloor Street West
Toronto, Ontario
M7A 2R9

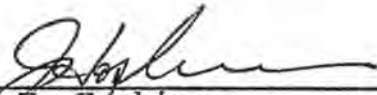
TAKE NOTICE that the Council of the Corporation of the Town of East Gwillimbury intends to designate the property, including lands and buildings, at the following municipal address as a property of architectural and historical value or interest under Part IV of The Ontario Heritage Act, 1974, S.O. Chapter 122.

21145 Leslie Street, Queensville
Part of Lot 25, Concession 3
Town of East Gwillimbury

This property is historically and architecturally significant as it is the oldest existing inhabited log dwelling within the Town of East Gwillimbury. Detailed information regarding the historical and architectural significance of this property is attached as Appendix 1 to this Notice.

Notice of objection to the proposed designation, together with a statement of the reasons for the objection of all relevant facts may be served on the Clerk of the Town of East Gwillimbury before the 21st day of February, 1995.

Dated at the Town of East Gwillimbury this 20th day of January, 1995.



J. F. Hopkins,
Clerk-Administrator.

APPENDIX 1

Reasons for Designation - George Holborn House 21145 Leslic Street, Queensville

Historical:

The residence at 21145 Leslie Street, located on Part Lot 25, Concession ³ in the Town of East Gwillimbury, consists of two parts:

- the original log house at the back, built in circa 1824
- a red brick addition at the front, constructed in circa 1855.

The earliest record of claim to Lot 25, Concession 3, at that time a 200-acre Clergy Reserve, is dated January 21, 1824 to Hiram Harrison, Yeoman. The original log house was most likely constructed by him as a single-storey dwelling (there is evidence that the second storey was added on at a later date).

On February 16, 1825, Hiram Harrison quit claim to the lot and transferred it to Jeremiah Graham for the sum of 12 pounds 2 shillings. Given that the lot was a Clergy Reserve, the fact that a sum of money was included in this transaction indicates a dwelling existed at the time. This is further substantiated by other architectural features (see "Architecture" below).

During the next two decades, the west half of the lot (100 acres) changed hands five times, as follows:

- September 28, 1831, Jeremiah Graham to Alexander Sutherland, S/W 1/4 of Lot 25 Concession 3, for the sum of 56 pounds 5 shillings.
- February 5, 1841, Alexander Sutherland to Campbell Cunningham, S/W 1/4 of Lot 25 Concession 3, for the sum of 50 pounds.
- October 9, 1845, Jeremiah Graham to George Holborn, N/W 1/4 of Lot 25 Concession 3, for the sum of 10 shillings. (Note the low price, as this part of the lot did not have a dwelling on it).
- April 18, 1846, Campbell Cunningham to Robert Young, S/W 1/4 of Lot 25 Concession 3, for the sum of 112 pounds 10 shillings.
- March 6, 1847, Robert Young to George Holborn, S/W 1/4 of Lot 25 Concession 3, for the sum of 75 pounds.

Thus, by 1847, George Holborn had laid claim to the west half of the original Lot 25 Concession 3 (100 acres). He received the Crown Grant to this tract of land on April 12, 1847.

In about 1855, George Holborn constructed the two-storey brick addition onto the front of the log house. Census records from 1871 list him as a "Gentleman" from England, aged 51. The exact date of his arrival in East Gwillimbury is not known.

During the decades that followed, George Holborn and his descendants were active members of the evolving community. On December 18, 1871, George Holborn was nominated to the Municipal Council of East Gwillimbury. His son, John Holborn, served on the council repeatedly from 1878 to 1899.

Between 1873 and 1881, George Holborn actively helped establish one of the first schools in the area, the Hillside School. The original school building still stands on Lot 28 Concession 3. As one of the original trustees, he was instrumental in locating a suitable tract of land and procuring a builder, furnishings, and early teachers. One of his sons also served as a school trustee in 1885. The school continued to educate local children until sometime in the mid-20th century.

In 1877, George Holborn and Thomas Glover founded the Ravenshoe Chapel, as a church for Wesleyan denominations. The two families donated the land on which the church was built. George Holborn remained an active church trustee, followed by his son, John Holborn. John was also an organizer of the Women's Association established in the church at the turn of the century. The Holborn/Glover family graveyard still exists on a site near the church on the Ravenshoe Sideroad.

George Holborn died in 1881, leaving the west 1/2 of Lot 25 Concession 3 to his son, George Holborn, Jr. He also left a second tract of land, the east 1/2 of Lot 35 Concession 5, to his other son John Holborn, and the sum of \$5,000 to each of his daughters, Mary-Jane and Sarah. In 1859, Sarah Holborn married John Weddell, the first town clerk for the Town of East Gwillimbury (1836-1845).

The original Holborn house remained in the family until it was sold by George's grandson, Walker Holborn, a "Hardware Merchant from Sutton", to Norman Lee Eves in 1917. Descendants of George Holborn live primarily in the Sutton area, where they still operate the Holborn Hardware store today. Since its sale by Walker Holborn, the property has changed hands a total of 14 times.

Architectural:

The log house was constructed by Hiram Harrison as a single storey dwelling in about 1824. The second half-storey was added later, as evidenced by the different appearance of the logs above the first level and by the notches in the top log of the second storey. These notches indicate the original roof had a slight pitch to deal with the prevailing wind, rain, and snow. Until recently, the structure was covered by layers of wood and vinyl siding. The logs were exposed in 1993 to reveal an excellent example of dovetail, split-log construction. Built of cedar, the house is well-preserved and still stands on its original stone foundation. When the logs were exposed, the opening of the original open-hearth fireplace was revealed. The dimensions of the opening and bits of red brick embedded in nearby chinking between the logs served as the basis for reconstructing this fireplace and chimney. This building's log exterior, overall plan, form, scale, window line and number are part of the reasons for designation.

In about 1855 George Holborn built the red brick two-storey addition onto the front of the log house. This part of the house is in the classic neo-Gothic style, with steep gables and contrasting buff brick details. In general, the house's plan, form, scale, window line and number are part of the reasons for designation. The porch on the south side was probably enclosed in about the 1940's and is not significant. The front porch at the west side of the house is of a similar period, and is not significant. The chimney towards the front of the brick house was replaced at about the same time, and should be reconstructed using a period design. The chimney at the rear centre of the brick house where it joins the log house is not original, and should be removed.

Setting:

The George Holborn property lies just north of Queensville and is prominently situated at the base of the hill on the village outskirts. The Holborn Sideroad immediately to the north of the house still bears testimony to the pioneer legacy of George Holborn. The grounds around the house boast several mature maple trees more than 100 years old. A 25-foot deep stone well supplies water to the house. There is a stream running through the rear of the property, and the house has a lovely unobstructed view to surrounding farms and countryside.



An agency of the Government of Ontario



Un organisme du gouvernement de l'Ontario

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Town of East Gwillimbury

Yick

MUNICIPAL OFFICE
19000 LESLIE STREET
SHARON, ONTARIO L0G 1V0
TELEPHONE: (905) 478-4282
FAX: (905) 478-2808

June 12, 1995

Ontario Heritage Foundation
77 Bloor St. West
Toronto, ON M7A 2R9

Dear Sir/Madam:

Re: 21145 Leslie St. Queensville Designation

Please find enclosed a copy of By-law #95-60 which has the purpose and effect of designating the property, including lands and buildings, at the above noted municipal address.

I believe the by-law is self-explanatory but if you have any questions, please do not hesitate to contact me.

Sincerely,

Beth A. McKay
Clerk-Administrator

Enc1.



✓

CORPORATION OF THE TOWN OF EAST GWILLIMBURY

BY-LAW NO. 95-60

BEING A BY-LAW TO DESIGNATE THE PROPERTY KNOWN
MUNICIPALLY AS:

21145 LESLIE STREET, QUEENSVILLE

as being of architectural and historical value or
special interest.

WHEREAS Section 19 of The Ontario Heritage Act, 1974,
authorizes the Council of the municipality to enact by-laws to
designate real property, including all buildings and structures
thereon, to be of architectural and historic value or interest;
and

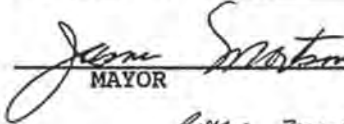
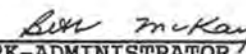
WHEREAS the Council of the Corporation of the Town of East
Gwillimbury has caused to be served on the owners of the lands
and premises known as, 21145 LESLIE STREET, QUEENSVILLE, and
upon The Ontario Heritage Foundation, notice of intention to so
designate the aforesaid real property, including all buildings
and structures thereon, and has caused such notice of intention
to be published in the same newspaper having general circulation
in the municipality once for each of three consecutive weeks;
and

WHEREAS no notice of objection to the proposed designation
has been served on the Clerk of the municipality;

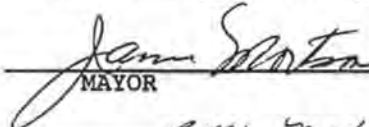

THEREFORE the Council of the Corporation of the Town of East
Gwillimbury enacts as follows:

1. There is designated as being of architectural and historical
value or interest the real properties, including all
buildings and structures thereon, known as:
 - i) 21145 Leslie Street, Queensville, Part of Lot 25,
Concession 3, Town of East Gwillimbury more
particularly described in Schedule A attached hereto.
2. The municipal solicitor is hereby authorized to cause a copy
of this by-law to be registered against the properties
described in Schedule A hereto in the proper land registry
office.
3. The Clerk is hereby authorized to cause a copy of this by-
law to be served on the owner of the aforesaid property and
on the Ontario Heritage Foundation and to cause notice of
the passing of this by-law to be published in the same
newspaper having general circulation in the municipality
once for each of three consecutive weeks.

READ A FIRST AND SECOND TIME this 5th day of June, 1995.


MAYOR

CLERK-ADMINISTRATOR

READ A THIRD TIME AND FINALLY PASSED this 5th day of June,
1995.


MAYOR

CLERK-ADMINISTRATOR

SCHEDULE A

LOCATION

21145 Leslie Street, Queensville, Town of East Gwillimbury,
Regional Municipality of York.

LEGAL DESCRIPTION

In the Town of East Gwillimbury, in the Regional Municipality of
York, in the Province of Ontario, and being composed of:

Part of Lot 25, Concession 3, Part 1, RS65R-10923

Appendix **D**

Summary Resumes

Tara Jenkins, MA, GPCertCHS, CAHP

Cultural Heritage Specialist

Education	Years of Experience	Licenses/Registrations	Professional Affiliations
Graduate Professional Certificate in Cultural Heritage Studies (GPCertCHS)- Heritage Planning Option, University of Victoria, 2016	With AECOM: 4 With Other Firms: 22	Professional Archaeologist License (P357)	Member of Ontario Archaeological Society (OAS)
MA, Anthropology, McMaster University, 2011		Member of Canadian Association of Heritage Professionals (CAHP)	Member of Architectural Conservancy Ontario (ACO)
BA (Hons), Anthropology, McMaster University, 1999 (BA), 2007			Member of Museum Strathroy-Caradoc Advisory Committee

Summary

Tara Jenkins holds a Master's Degree in Anthropology and a Graduate Professional Certificate in Cultural Heritage Studies- Heritage Planning Option. She has over 25 years of experience working in cultural resource management (CRM) and is a member of the Canadian Association of Heritage Professionals (CAHP). She has gained practical experience as a Cultural Heritage Specialist and has been the acting Project Manager for various projects including Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Cultural Heritage Resource Assessments. In her role as a Project Manager, Tara provides specialized advice and expertise to clients and stakeholders on heritage matters.

Select Project Experience- Cultural Heritage

MTO, Highway 6 South Widening between Highway 403 and Upper James Street, City of Hamilton, Cultural Heritage Assessment Report (CHAR). Cultural Heritage Specialist, Lead. AECOM will complete a CHAR for the study area in preliminary design.

WSP (MTO), Phases 1 and 2: Highway 413 Transportation Corridor, Cultural Heritage Assessment Report (CHAR) and Cultural Heritage Evaluation Reports (CHERs). Cultural Heritage Specialist, Lead. Following the planning phase, field reviews were undertaken on the identified cultural heritage resources within the study area within the 30% Design area. The CHAR was completed which documents the planning process beginning in 2015. CHERs for impacted BH/CHLs will be completed by AECOM in 2022-2023.

MTO, Highway 401 Bridge Improvements including Collins Creek Eastbound Bridge, Kingston Road 38 Bridge, and Sydenham Road Bridge within the City of Kingston, Preliminary Design and Class EA. Cultural Heritage Specialist, Lead. Working with the MTO to ensure all heritage commitments are completed for this project. The study is in progress.

MTO, Bradford Bypass Project. Cultural Heritage Evaluation Report (CHER): 2835-2879 Yonge Street and 2948 Yonge Street. Cultural Heritage Specialist, Lead. A desktop CHAR was completed by AECOM in 2018 and CHERs were recommended for these properties. The CHERs are in progress and will be completed in 2022.

MTO Highway 401 Highway 16 Interchange to Maitland Rd Interchange, Preliminary Design and EA, Cultural Heritage Resource Assessment Report (CHRR). Cultural Heritage Specialist, Lead. The report, in progress, presents known and potential cultural heritage resources that may be impacted by the proposed interchange improvements. The preliminary impact assessment will propose mitigation measures to avoid or minimize impact to resources.

MTO and IO. Credit River Bridge, Heritage Impact Assessment Update, Heritage Attributes Monitoring Plan, Commemorative Strategy Framework, and Heritage Attributes Interim Monitoring Reports. Cultural Heritage Specialist, Lead. AECOM reviewed the HIA and other applicable documents against the final design phases. Following that, AECOM completed a Heritage Attributes Monitoring Plan will be completed during the bridge rehabilitation. The Heritage Attributes Interim Monitoring Reports are in progress as the construction of the new twin bridge is underway. AECOM has drafted text for each storey board and will ensure all commemoration commitments are addressed. A final Heritage Attributes Monitoring Report will be completed by AECOM.

Liam Ryan, MES,

Cultural Heritage Planner

Education

MES, Environmental Studies:
Planning, York University,
2020-2022.

BA (Hons), Anthropology,
University of Waterloo, 2015-
2019.

Years of Experience

With AECOM: 2
With Other Firms: 2-3

Professional Affiliations

Intern Member of Canadian
Association of Heritage
Professionals (CAHP)

Candidate Member of Ontario
Professional Planner Institute
(OPPI)

Candidate Member of
Canadian Institute of Planners
(CIP)

Summary

Liam Ryan holds a master's degree in Environmental Studies: Planning with a specialization in both urban and regional planning and heritage planning from York University. He is currently in the process earning his Register Professional Planners (RPP) designation and becoming a Professional Member of the Canadian Association of Heritage Professionals (CAHP). As a Cultural Heritage Planner at AECOM, Liam provides his expertise on heritage policy reviews for public and private sector clients. He has gained practical experience and managed heritage planning projects including; numerous Cultural Heritage Evaluation Reports (CHER), Heritage Impact Assessments (HIA), Conservation Plans, and assisted in a policy review for a Heritage Conservation District Study, currently underway. Liam, as a dedicated Cultural Heritage Planner, has also assisted in Cultural Heritage Resource Assessments (CHRA) for municipal stakeholders as well large infrastructure projects for clients such as Metrolinx and the Ontario Ministry of Transportation.

Select Project Experience- Cultural Heritage

With AECOM

MTO, Bradford Bypass Project. Cultural Heritage Evaluation Report (CHER): 2835-2879 Yonge Street. Cultural Heritage Planner. Working with the MTO to ensure all heritage commitments are completed for this project. The study is in progress.

MTO, Bradford Bypass Project. Cultural Heritage Evaluation Report (CHER): 2984 Yonge Street. Cultural Heritage Planner. Working with the MTO to ensure all heritage commitments are completed for this project. The study is in progress.

MTO, Bradford Bypass Project. Cultural Heritage Evaluation Report (CHER): 2835-2879 Yonge Street. Cultural Planner I. Working with the MTO to ensure all heritage commitments are completed for this project.

WSP (MTO), Phases 1 and 2: Highway 413 Transportation Corridor, Cultural Heritage Assessment Report (CHAR) and Cultural Heritage Evaluation Reports (CHERs). Cultural Heritage Planner. Following the planning phase, field reviews were undertaken on the identified cultural heritage resources within the study area within the 30% Design area. The CHAR was completed which documents the planning process beginning in 2015. CHERs for impacted BH/CHLs will be completed by AECOM in 2022-2023.

WSP (MTO), Highway 413 Transportation Corridor Route Planning, Preliminary Design, and Provincial Environmental Assessment Project, stage 2, Cultural Heritage Evaluation Report (CHER): 13306 Kennedy Road. Cultural Planner I. Working with the MTO to ensure all heritage commitments are completed for this project. The study is in progress.

WSP (MTO), Highway 413 Transportation Corridor Route Planning, Preliminary Design, and Provincial Environmental Assessment Project, stage 2, Cultural Heritage Evaluation Report (CHER): 13242 Hurontario Street. Cultural Planner I. Working with the MTO to ensure all heritage commitments are completed for this project. The study is in progress.

MTO Highway 401 Highway 16 Interchange to Maitland Rd Interchange, Preliminary Design and EA, Cultural Heritage Resource Assessment Report (CHRAR). Cultural Heritage Planner. The report, in progress, presents known and potential cultural heritage resources that may be impacted by the proposed interchange improvements. The preliminary impact assessment will propose mitigation measures to avoid or minimize impact to resources.

Liam Ryan, MES.
Cultural Heritage Planner
liam.ryan@aecom.com

Tara Jenkins, MA, GPCertCHS, CAHP
Cultural Heritage Specialist, Lead
D +1-226-377-2838
tara.jenkins@aecom.com

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