

Appendix F Cultural Heritage Resource Assessment Reports

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

EXISTING CONDITIONS

**HARVIE ROAD TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**FORMER TOWNSHIP OF INNISFIL, SIMCOE COUNTY
CITY OF BARRIE, ONTARIO**

Prepared for:

Hatch Corporation
2800 Speakman Drive
Mississauga, ON L5K 1B1
T 905-403-4091

ASI File: 16EA-273

April 2017



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

EXISTING CONDITIONS

**HARVIE ROAD TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**FORMER TOWNSHIP OF INNISFIL, SIMCOE COUNTY
CITY OF BARRIE, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) as part of the Harvie Road Transportation Improvements Municipal Class Environmental Assessment (EA). The study area is defined as Harvie Road, from Essa Road to Highway 400 to connect to future Bryne Drive. The study is being undertaken to investigate the feasibility of transportation improvements and new municipal infrastructure in the study area.

The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area was originally located within a rural agricultural landscape dating back to the early-nineteenth century, with major roadways surveyed early within the study area. However, a review of available heritage inventories confirmed that no properties located in or adjacent to the study area have been previously identified to be of potential cultural heritage interest. The results of a field review further confirmed that no properties or resources of cultural heritage interest are located within or adjacent to the study area. Given these results, the proposed infrastructure improvements will not impact any built heritage resources or cultural heritage landscapes.

Based on the results of background data collection and field review, the following recommendations were developed for the Harvie Road Municipal Class Environmental Assessment:

1. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA <i>Cultural Heritage Specialist Manager, Cultural Heritage Division</i>
<i>Cultural Heritage Assistants:</i>	Johanna Kelly, MSc. <i>Cultural Heritage Assistant</i>
	John Sleath, MA <i>Cultural Heritage Assistant</i>
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Staff Archaeologist Assistant Manager, Environmental Assessment Division</i>
<i>Project Administrator:</i>	Carol Bella, Hon. BA <i>Research Archaeologist and Administrative Assistant</i>
<i>Report Preparation:</i>	Johanna Kelly
<i>Graphics Preparation:</i>	Jonas Fernandes, MSc <i>Geomatics Specialist</i>
<i>Report Reviewer:</i>	Annie Veilleux



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL	ii
TABLE OF CONTENTS	iii
1.0 INTRODUCTION	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT	2
2.1 Legislation and Policy Context	2
2.2 City of Barrie Municipal Heritage Policies	6
2.3 Data Collection	7
3.0 HISTORICAL BACKGROUND	10
3.1 Introduction.....	10
3.2 Township Survey and Settlement	10
3.2.1 Township of Innisfil.....	10
3.2.2 City of Barrie	11
3.3 Review of Historic Mapping.....	11
4.0 EXISTING CONDITIONS	16
4.1 Harvie Road Study Area– Geography and Physiography.....	16
4.2 Harvie Road Study Area – Existing Conditions	17
4.3 Harvie Road Study Area– Identified Cultural Heritage Resources.....	21
4.4 Screening for Impacts	21
5.0 CONCLUSIONS AND FURTHER WORK.....	21
6.0 RECOMMENDATIONS.....	21
7.0 REFERENCES	22
8.0 STUDY AREA MAPPING	25

LIST OF FIGURES

Figure 1: Location of the study area	1
Figure 2: The study area overlaid on the 1881 map of the County of Simcoe	13
Figure 3: The study area overlaid on the 1928 topographic map of the study area	14
Figure 4: The study area overlaid on the 1954 aerial photograph of the study area	14
Figure 5: The study area overlaid on the 1968 topographic map of the study area	15
Figure 6: The study area overlaid on the 1986 NTS map of the study area.....	15
Figure 7: Study Area and Plate Locations	25

LIST OF TABLES

Table 1: Harvie Road Study Area – Nineteenth-century property owner(s) and historical features(s)	12
---	----

LIST OF PLATES

Plate 1: Harvie Road, looking west towards the western limit of the study area. The intersection of Harvie Road and Essa Road is visible in the background.....	18
Plate 2: Harvie Road, east of Essa Road, looking east. 240 Harvie Road is visible on the left.	18
Plate 3: Looking east towards the intersection of Harvie Road and Veterans Drive, late twentieth-century subdivision is visible on the south side of Harvie Road.	18
Plate 4: View west, mid-twentieth-century residences located on the north side of Harvie Road visible to the right, deciduous woodlot visible to the left.....	18
Plate 5: Harvie Road, looking east across the intersection with Veterans Drive.....	19
Plate 6: Looking south along Thrushwood Drive, late twentieth-century residences visible on the right.	19
Plate 7: Looking north across the hydro corridor which intersects with Harvie Road at Thrushwood Drive.	19
Plate 8: Reservoir located east of Veterans Drive, looking north from Harvie Road.....	19



Plate 9: View east towards gate and signs indicating the road is closed to vehicles. Note desire paths on either side used by pedestrians. 19

Plate 10: Concrete culvert located east of the reservoir, view west. 19

Plate 11: Looking north towards Harvie Road, across the westernmost two metal culvert..... 20

Plate 12: View south from the study area across the easternmost metal culvert. 20

Plate 13: Looking north from Harvie Road towards TV satellite dishes. 20

Plate 14: West and north boundary created by mature treelines visible of remnant residential lot, looking north. 20

Plate 15: View east of Harvie Road with mature treelines visible on the north and south sides. 20

Plate 16: View of eastern limit of study area, looking east..... 20



1.0 INTRODUCTION

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) as part of the Harvie Road Transportation Improvements Municipal Class Environmental Assessment (EA). The study area is defined as Harvie Road, from Essa Road to Highway 400 to connect to future Bryne Drive (Figure 1). The study is being undertaken to investigate the feasibility of transportation improvements and new municipal infrastructure in the study area.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources, identify existing conditions of the Harvie Road study area, identify impacts to cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the senior project management of Annie Veilleux, ASI.



Figure 1: Location of the study area

Base Map:©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Legislation and Policy Context

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

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

Part 4.7 of the *PPS* states that:

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



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

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

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

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

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

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

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

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

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

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

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



2.2 City of Barrie Municipal Heritage Policies

The City of Barrie's *Official Plan* (June 2014 Consolidation, Section 3.4, 'Cultural Heritage Conservation') has set out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below.

3.4.1 GOALS

- (a) To encourage the conservation of the City's cultural heritage resources including, but not limited to, buildings, structures, areas, districts, open spaces, and landscapes, artefacts of historical and/or architectural significance and to co-ordinate these conservation efforts with development and redevelopment initiatives.
- (b) To promote an understanding of, and appreciation for, the original settlement of the area and the historic development of the City.
- (c) To encourage and foster public awareness of, and participation in, the conservation, restoration and utilization of cultural heritage resources.
- (d) To control the demolition, destruction, and inappropriate alteration or use of cultural heritage resources.
- (e) To implement the vision and recommendations put forth in the City's Cultural Master Plan.

3.4.2.1 GENERAL POLICIES

- (a) Development permitted by the land use policies and designations of this Plan should have regard for cultural heritage resources and shall, wherever feasible, incorporate these resources into any development plans.
- (b) All new development in older established areas of historic, architectural or landscape value, shall be encouraged to be in keeping with the overall character of these areas.
- (c) Development and site alteration on lands adjacent to protected heritage properties and those included in the inventory referred to in Section 3.4.2.2 (c) of this Plan may be permitted where the proposed development and site alteration has been evaluated and it has been demonstrated that the cultural heritage attributes of the protected heritage property will be conserved.
- (d) Proposed development and site alteration permitted in accordance with subsection (c) above shall be encouraged to be in keeping with the immediate physical context and streetscape by being generally of the same height, width, massing and orientation as adjacent buildings, being of similar setback, of like or compatible materials, and using similarly proportioned windows, doors and roof shapes in order to maintain a sense of visual continuity and compatible building design.
- (e) The City shall encourage measures which enhance public appreciation of interesting buildings, structures, streetscapes, open spaces or landscapes of historic, architectural, archaeological or scenic value.
- (f) The City may restore, rehabilitate, enhance and maintain heritage resources owned by the municipality in fulfilment of the cultural heritage goals and policies of this Plan.
- (h) The City may require as a condition of approval of development including a consent, minor variance, subdivision or site plan, the issuance of a building permit, change of use or partial demolition of a heritage building or structure, that the proponent enter into agreements to preserve and/or permit to be designated pursuant to the Ontario Heritage

- Act, the building or structure through other legal instruments as may be noted in this Plan.
- (i) In areas considered for intensification, the City shall encourage the conservation or preservation of any cultural heritage resource which may be affected by such intensification with the use of conservation plans and heritage-related urban design guidelines.(Mod D (aa))
 - (j) The City may:
 - i. consider amendments to the Zoning By-law that will enable the conservation of a heritage resource.
 - ii. designate properties to be of cultural or heritage value or interest under the Ontario Heritage Act or its successor.
 - (k) The City will give particular consideration to all development proposals at strategic locations throughout the City Centre.
 - (l) The City may require heritage impact assessments for built heritage and cultural heritage landscape resources which may be impacted by development.
 - (m) The City may inventory cultural heritage resources in the municipality through the designation by by-law and/or listing of individual heritage properties, conservation districts and landscapes, and archaeological sites on a municipal register, which can be considered when making planning decisions.
 - (o) The City shall ensure conservation of known significant cultural heritage resources prior to any undertaking of municipal public works and municipally owned properties, such as roads and infrastructure projects carried under the Municipal Class Environmental Assessment (EA) process. The City may require heritage impact assessments and satisfactory measures to mitigate any negative impacts affecting identified significant heritage resources.(Mod D (bb))

3.4.2.2 HERITAGE DESIGNATIONS

- (a) The Ontario Heritage Act or any successor legislation will be utilized to conserve, protect and enhance the heritage resources of the City of Barrie which may include the designation of individual properties and/or the designation of a group or groups of properties as Heritage Conservation Districts.
- (e) The City may utilize any government programs available to assist in the implementation of heritage conservation policies and may pass by-laws providing for the making of a grant or loan to the owner of a property designated under the Ontario Heritage Act for the purpose of paying for the whole or any part of the cost of alteration of such designated property on such terms and conditions as the City may prescribe.

2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historical research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of



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

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

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

Design/Physical Value:

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

Historical/Associative Value:

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

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.



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

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

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

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows.
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Section 4.0, while Sections 5.0 and 6.0 contain conclusions and recommendations with respect to potential impacts of the undertaking on identified cultural heritage resources.



3.0 HISTORICAL BACKGROUND

3.1 Introduction

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use. Historically, the study area is located in the former Township of Innisfil, County of Simcoe in part of Lots 5-7, Concessions 12 and 13.

3.2 Township Survey and Settlement

Historically, the study area is located in the Former Township of Innisfil, County of Simcoe in part of Lots 5-7, Concessions 12 and 13. The County of Simcoe was formed in 1798 as part of the “Home District”. The boundaries of the county were refined in 1821. Almost 20 years later, in 1843, the area was declared a separate district, attaining county status in 1850, with Barrie as the county seat. At this time Simcoe County included portions of Grey and Dufferin Counties, and Muskoka and Parry Sound Districts. In 1881 the borders of Simcoe County were again redefined and the present townships of Tiny, Tay, Matchedash, Flos, Medonte, Orillia, Nottawasaga, Sunnidale, Vespra, Oro, Tosorontio, Essa, Innisfil, Adjala, Tecumseth, and West Gwillimbury were contained within. As of the late twentieth century, Simcoe County had two cities, seven towns, and eight villages (Mika and Mika 1983: 394-398).

3.2.1 Township of Innisfil

The Township of Innisfil was surveyed in 1820 and the first settlement began that year. The township was named after the poetical name for Ireland, Innisfail, by its early settlers. Growth was slow during the first ten years of the township and the first sawmill was not erected until the 1830s and in 1835 a grist mill was constructed. Early settlement focused around Kempenfeldt Bay and the southwestern area of the township was not settled until after 1840. By 1843, the first school was constructed and the following year the Innisfil Methodist Congregation built the first church. The first census of the township recorded a population of only 762 inhabitants, by 1850, the township had a population of 1,807.

Following the connection of the Northern Railway in 1853, the township became an important shipping hub for the lumber industry of central Ontario (Mika and Mika 1981: 347-349). With the arrival of the railway a number of communities developed and prospered. Allandale, Lefroy, and Craigvale all boasted stations. On the western border of the township, Thorton was a stop for the Hamilton and Northwestern Railway. The community of St. Paul’s was established at the corner of Penetanguishene Road (Yonge Street) and Mapleview Drive, and was centered around St. Paul’s Anglican Church (established 1851) and a schoolhouse as depicted on the 1879 Illustrated Historical Atlas (Miles and Co. 1879). The small community consisted of a cluster of houses, and would have been along the main path of anyone travelling between Toronto and Georgian Bay along Penetanguishene Road. Other early post office communities included Bramley, Cherry Creek, Fennell, Holly, Innisfil, Killyleagh, Beaumont, Painswick, and Stroud. Today, Innisfil attracts large numbers of tourists and cottagers in the summertime who travel from Toronto via Highway 400 and Highway 11, the northern extension of Yonge Street. This extension



travels the length of the township and was built in the late seventeenth century by Colonel John Graves Simcoe from York (Toronto) to Lake Simcoe (Mika and Mika 1981: 347-349).

Village of Holly

The village of Holly is located in the once densely forested area known as the “Seven Mile Bush” between Allandale and Ninth Line. It was a small settlement with a Methodist church, a store and a blacksmith shop. Early settlers included Campell, Brown (the postmaster and merchant), Srigley, Leslie, Miller, Palling and Little, who named the village after a place in his homeland of England. The small frame Methodist church was built in 1859 on the south half of Lot 3 Concession 12 and held services for over forty years. The first school was built in 1860 at the foot of what was called Little’s Hill, and included students from Allandale. By 1884, the village was growing along the 14th Concession when a sawmill and a tramway to Allandale were built. By 1900 Holly had a population of 200 inhabitants (Innisfil Township Council 1951:163–164).

3.2.2 City of Barrie

The City of Barrie is located at the head of Kempenfelt Bay on Lake Simcoe and at the junction of a number of major transportation routes. Kempenfelt, east of the bay and now part of the City of Barrie, was an important site during the War of 1812 as it was the starting point of Nine Mile Portage. First established by First Nations prior to the arrival of Europeans, the portage became a strategic military transportation route between Lake Simcoe and Lake Huron. A storehouse was built at this location which also served as a stopping site for traders and settlers.

The town of Barrie was named after Commodore Barrie, commander of British warships at Kingston in the early nineteenth century. The town site was surveyed into town lots in the early 1830s and the first settler to permanently locate in Barrie was a Scottish farmer named Alexander Walker. Other early settlers include David Edgar, Captain Oliver, and John McWatt. The 1830s also saw the establishment of taverns, a general store, a post office, a school house, and a number of churches.

The Toronto, Simcoe and Lake Huron Union Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe and Huron Union Rail Road Company. Under this new name, a railway was built connecting Toronto to Newmarket. Opened in 1853, the new line was known as the Ontario, Simcoe and Huron Railway (Andreae 1997). In the 1850s, the Ontario, Simcoe and Huron Railway was constructed through Allandale, which was united with Barrie in 1897. Barrie was incorporated as a town in the early 1850s and as a city more than a century later in 1959 (Mika and Mika 1977: 136-139).

3.3 Review of Historical Mapping

The 1871 *Map of the County of Simcoe* (Tremaine 1871)¹ and the 1881 *Illustrated Historical Atlas of the County of Simcoe* (Belden 1881) were examined to determine the presence of historic features within the study area during the nineteenth century (Figure 2). The study area is located in the Former Township of Innisfil, County of Simcoe in part of Lots 5-7, Concessions 12 and 13. Details of historic property owners and historic features in the study area are listed in Table 1.

¹ The 1871 Tremaine’s *Map of the County of Simcoe* was unavailable for map production.



It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

Table 1: Harvie Road Study Area – Nineteenth-century property owner(s) and historical features(s)

Con #	Lot #	1871		1877	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
XII	5	n/a	Roadway	M. Srigley	Roadway
	6	J. Harris	Roadway	Jas. Hughes?	Roadway
	7	B. Miller W. Little	Roadway	n/a	Roadway
XIII	5	N. A. Perkins	Roadway	n/a	Roadway
	6	Mrs. Harris	Roadway	Jas. Hughes?	Roadway
	7	W. C. Little	Roadway	n/a	Roadway

A review of nineteenth-century mapping (Figure 2) reveals that Harvie Road is a historic roadway, illustrated on 1871 historic mapping. The intersections of Harvie Road with Essa Road and Veterans Drive are established and illustrated on the 1871 map as well. The 1871 mapping illustrates Essa Road as a “Given Road”. The 1881 mapping shows a roadway extending south from Essa Road, intersecting with Harvie Road, and joining with Maplevue Drive to the south of the study area.

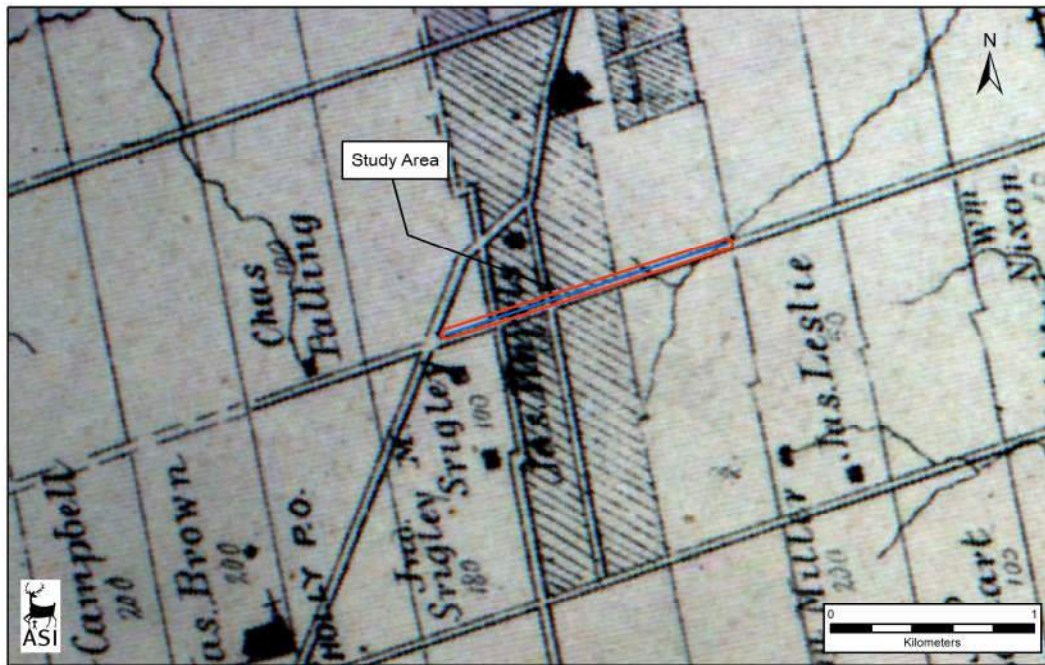


Figure 2: The study area overlaid on the 1881 map of the County of Simcoe

Source: Belden 1881

Twentieth-century mapping (Figures 3-6) provides a more detailed illustration of dwellings, roads, settlements, and other features such as bridges, trails, and public buildings such as schools.

The 1928 mapping shows four structures fronting Harvie Road within the study area, as well as a bridge carrying Harvie Road over the unnamed creeks located at the east end of the study area (Figure 3). The intersections of Harvie Road with Essa Road and Veterans Drive are shown, and Beacon Road is shown extending south from Essa Road and terminating at Harvie Road. Hydro lines are illustrated on the north side of Harvie Road, within the study area. Tree lines are illustrated following the boundaries of individual lots, to the north and south of the study area.

The 1954 aerial photograph and later topographic maps show the study area underwent few changes in the twentieth century (Figures 4-6). The general setting of the study area is primarily agricultural. The 1968 mapping shows a trail extending in a north-south direction crossing Harvie Road at the intersection of Beacon Road. The 1989 mapping shows an increase in development along Harvie Road in the late twentieth century, as a number of new structures are illustrated on the north side in the west half of the study area

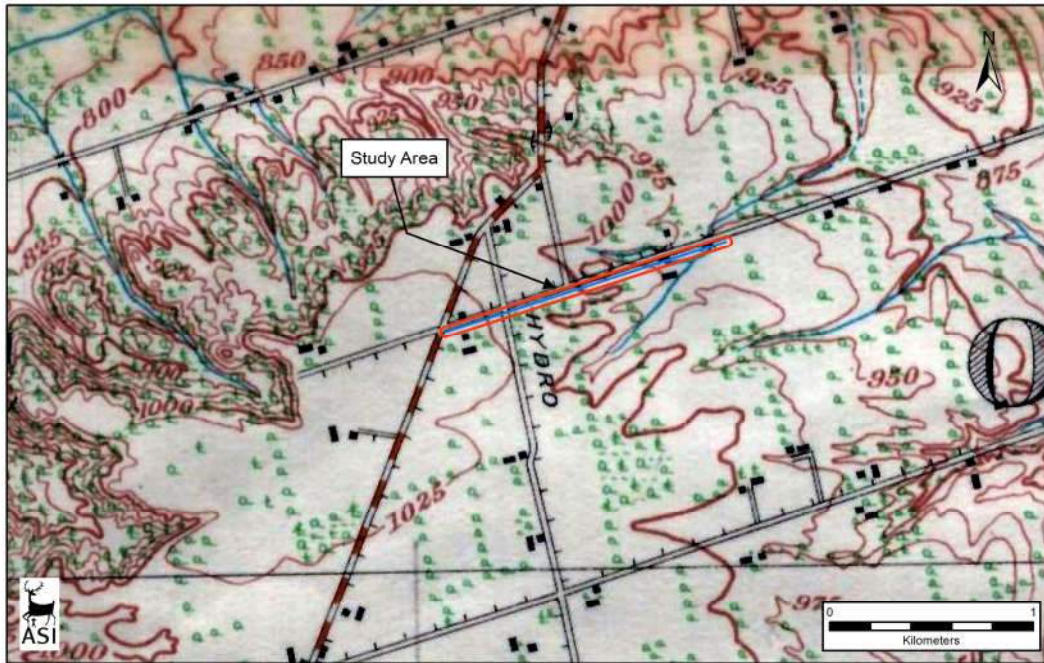


Figure 3: The study area overlaid on the 1928 topographic map of the study area
Source: Department of National Defense 1928



Figure 4: The study area overlaid on the 1954 aerial photograph of the study area
Source: Hunting Survey Corporation Ltd. 1954



Figure 5: The study area overlaid on the 1968 topographic map of the study area
Source: Department of National Defence 1968

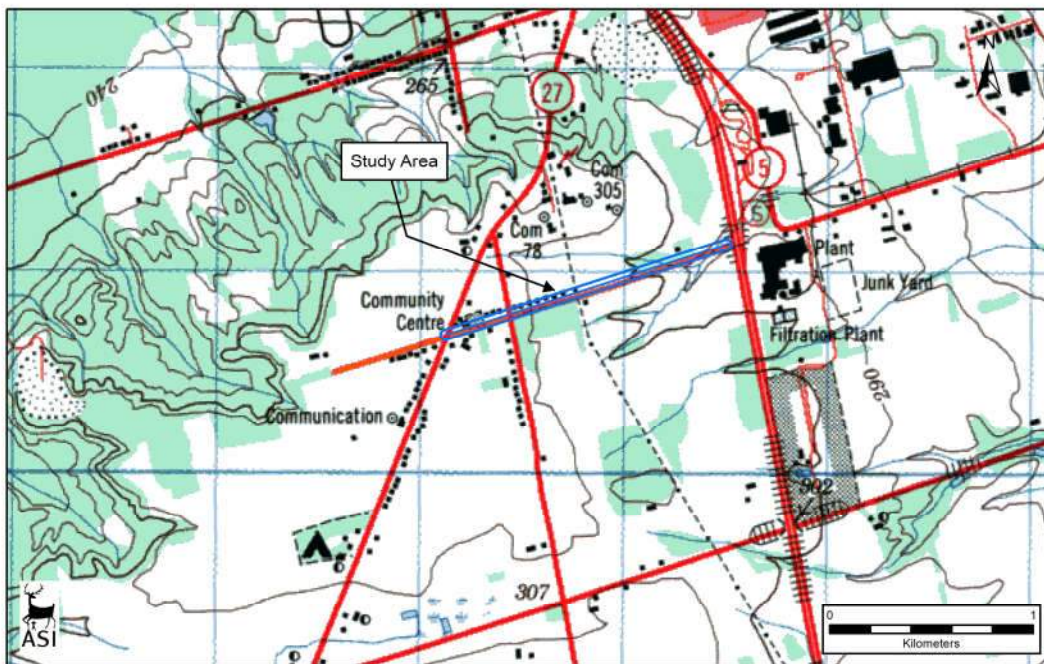


Figure 6: The study area overlaid on the 1986 NTS map of the study area
Source: Department of Energy, Mines and Resources 1986

4.0 EXISTING CONDITIONS

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

- The City of Barrie's *Inventory of Heritage Properties* and list of Heritage Conservation Districts (2013);
- The City of Barrie Planning Department was contacted directly to determine any known heritage resources within or adjacent to the study area²;
- *Ontario's Historical Plaques* website;
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques;
- The inventory of Ontario Heritage Trust easements;
- Park's Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial and national levels; and
- Park's Canada's *Directory of Federal Heritage Designation*, a searchable on-line database of National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses.

A review of available federal, provincial and municipal heritage registers and inventories revealed that there are no cultural heritage resources previously identified by the City of Barrie, within and/or adjacent to the study area.

A field review was undertaken by John Sleath of ASI on 10 April 2017, to document the existing conditions of the study area. The field review was preceded by a review of available, current and historic, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below. Plate locations and directions are mapped on Figure 7.

4.1 Harvie Road Study Area– Geography and Physiography

The study area is situated within the Peterborough Drumlin Field physiographic region of southern Ontario, extending from Simcoe County east to Hastings County. This region is generally characterized by rolling till plains overlying limestone bedrock, and numerous drumlins, and eskers (Chapman and Putnam 1984:169-172). The region is approximately 4,532 km² and contains over 3000 drumlins in addition to many other drumlinoid hills and surface flutings (Chapman and Putnam 1984:169). The drumlins are composed of highly calcareous till but there are local differences in composition. In a more recent study (MacDonald 2002) this area has been classified as the eastern lobe of the Innisfil Uplands, which comprises a gently to moderately rolling till plain extending from Kempenfelt Bay in the north to the Holland River in the south, and westward from Cook's Bay to the Nottawasaga River. The till plains of the regions were formed during the retreat of the Lake Ontario ice lobe of the Laurentide glacier and

² Email communication 24 March and 4 April 2017 with Kathy Brislin, Senior Policy Planner, a response was received 6 April 2017 confirming that there are no previously identified cultural heritage resources within the study area.

they indicate directionality of glacial advance and retreat. Till is produced from the advance of continental glacial ice. Soil and rock is carried forward by the ice, mixed and milled, producing a heterogeneous soil which is characteristic of glaciations (Chapman and Putnam 1984:10, 16). Newmarket and Kettleby Tills are the primary surface deposits with secondary deposits of outwash sand and glaciolacustrine silt and clay.

The study area is located near Kempenfelt Bay in Lake Simcoe. Lake Simcoe was known to the Huron-Wendat as Ouentironk, or “beautiful water” (LSRCA 2016). Late seventeenth and early eighteenth century French sources refer to Lake Simcoe as Lac Taronto. The etymology of ‘Taronto’ is debated however it is thought to be derived from the Mohawk word tkaronto which means “where there are trees standing in the water” and may refer to the fish weir at the Narrows between Lake Simcoe and Lake Couchiching (Natural Resources Canada 2007). Lake Simcoe was one of the terminals of the Toronto Carrying Place trail along the Humber River which was a vital route during the fur trade (Williamson 2008:50–52). This passage connected to Lake Ontario at the mouth of the Humber River. Lake Simcoe drains an area of 340,000 ha, subsequently draining into Lake Huron. Lake Simcoe supports a diverse aquatic ecosystem, home to over 50 different species of fish (LSRCA 2016).

The study area is within the Barrie Creeks subwatershed, which is roughly 37. km², with 93% being located within the City of Barrie itself. Approximately 75% of the area in the subwatershed is developed, with small levels of natural heritage features and agriculture (LSRCA 2014).

4.2 Harvie Road Study Area – Existing Conditions

The study area encompasses approximately 1.5 km along Harvie Road between Essa Road and Highway 400, extending approximately 25 m to each side of the right-of-way, in the City of Barrie (Plates 1-15). The study area can be generally described as residential in the west half (west of Thrushwood Drive) and undeveloped mixed grass lands and woodlots in the east half (east of Thrushwood Drive).

The western limit of the study area begins approximately 25 m west of the intersection of Essa Road and Harvie Road. Harvie Road consists of two lanes of asphalt-paved, undivided traffic, with one lane in each direction, bordered generally by a gravel shoulder on both the north and south sides. The west section of the study area, between the west limit and Thrushwood Drive, generally features residential properties, with mid-twentieth-century single family homes located on the north side and around the intersection of Harvie Road and Thrushwood Drive and a late twentieth-century townhouse subdivision on the south side between Essa Road and Veterans Drive. The exception to this is a deciduous wooded area on the south side of Harvie Road between Veterans Drive and Thrushwood Drive.

The eastern limit of the study area is located approximately 25 m east of the terminal end of Harvie Road, west of Highway 400. The east section of the study area, between Thrushwood Drive and the eastern limit of the study area, consists almost exclusively of wooded land on the north side and grass lands on the southside. Mature trees are located on the north side of the road as well as lining the south side, dividing the roadway from the remnant agricultural fields. The exceptions to this are the late twentieth-century residences at Harvie Road and Thrushwood Drive, a child care centre at the southeast corner of Harvie Road and Thrushwood Drive, a hydro corridor that extends north from Harvie Road across from Thrushwood Drive, and a reservoir on the north side, east of Thrushwood Drive. A group of TV satellites are located on the north side of Harvie Road within the trees. A remnant residential landscape can be identified on the north side of Harvie Road, east of the satellite dishes, by the mature treelines that form a



boundary around a lot which has since had its structures removed. The section of Harvie Road east of the reservoir has been closed to vehicles since prior to June of 2015, according to satellite imagery. Desire paths exist on both sides of the gate indicating local pedestrians continue to use this section of the roadway. Three unnamed creeks cross the study area in the east section: the two easternmost culverts are carried under the study area with modern corrugated metal culverts and the westernmost one is carried under Harvie Road in a cast-in-place concrete culvert with a metal grate.



Plate 1: Harvie Road, looking west towards the western limit of the study area. The intersection of Harvie Road and Essa Road is visible in the background.



Plate 2: Harvie Road, east of Essa Road, looking east. 240 Harvie Road is visible on the left.



Plate 3: Looking east towards the intersection of Harvie Road and Veterans Drive, late twentieth-century subdivision is visible on the south side of Harvie Road.



Plate 4: View west, mid-twentieth-century residences located on the north side of Harvie Road visible to the right, deciduous woodlot visible to the left.



Plate 5: Harvie Road, looking east across the intersection with Veterans Drive.



Plate 6: Looking south along Thrushwood Drive, late twentieth-century residences visible on the right.



Plate 7: Looking north across the hydro corridor which intersects with Harvie Road at Thrushwood Drive.



Plate 8: Reservoir located east of Veterans Drive, looking north from Harvie Road.



Plate 9: View east towards gate and signs indicating the road is closed to vehicles. Note desire paths on either side used by pedestrians.



Plate 10: Concrete culvert located east of the reservoir, view west.



Plate 11: Looking north towards Harvie Road, across the westernmost two metal culvert.



Plate 12: View south from the study area across the easternmost metal culvert.



Plate 13: Looking north from Harvie Road towards TV satellite dishes.



Plate 14: West and north boundary created by mature treelines visible of remnant residential lot, looking north.



Plate 15: View east of Harvie Road with mature treelines visible on the north and south sides.



Plate 16: View of eastern limit of study area, looking east.

4.3 Harvie Road Study Area– Identified Cultural Heritage Resources

Based on the results of the background research and field review, no cultural heritage resources (CHR) were identified within and/or adjacent to the Harvie Road study area.

4.4 Screening for Impacts

The proposed undertaking within the Harvie Road study area will have no impact on any cultural heritage resources.

5.0 CONCLUSIONS AND FURTHER WORK

The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area was originally located within a rural agricultural landscape dating back to the early-nineteenth century, with major roadways surveyed early within the study area. The area has been subject to residential development in the mid- and late twentieth century. Communication with the City of Barrie’s Heritage Planner and a review of federal registers and municipal and provincial inventories revealed that there are no previously identified features of cultural heritage value within the Harvie Road study area. Based on the results of the background research, data collection, and field review, no additional cultural heritage resources were noted. The following provides a summary of the assessment results.

Key Findings

- There are no previously identified, listed and/or designated cultural heritage resources within or adjacent to the study area.
- The field review confirmed that there are no cultural heritage resources within or adjacent to the study area.

6.0 RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that no cultural heritage resources are located within or adjacent to the Harvie Road study area. Based on the results of the assessment, the following recommendations have been developed:

1. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



7.0 REFERENCES

- Andreae, C.
1997 *Lines of Country: An Atlas of Railway and Waterway History in Canada*. Ontario: The Boston Mills Press.
- Barrie, City of
2014a *City of Barrie Official Plan* [online] Accessed 10 March 2017 at <http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Documents/Official-Plan-text.pdf>
n.d. *Municipal Heritage Register* [Online] Accessed 16 March 2017, at <http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/Heritage.aspx>.
- Belden, H.
1881 *Simcoe Supplement in Illustrated Atlas of the Dominion of Canada*. Toronto: H. Belden.
- Chapman, L.J. and D.F. Putman
1984 *The Physiography of Southern Ontario*. Second Edition. Toronto: University of Toronto Press.
- Department of Energy, Mines, and Resources
1986 *Barrie Sheet 31 D/05*
- Department of National Defence
1928 *Barrie Sheet No. 105*
1968 *Barrie Sheet 31 D/5*
- Hunting Survey Corporation Limited
1954 Digital Aerial Photographs, Southern Ontario, Photo #443.793
- Innisfil Township Council
1951 *Historical Review, June 23-24, 1951: a record of 100 years of progress: Innisfil Township Centennial, 1850-1950*. The Barrie Examiner Ltd., Barrie.
- Lake Simcoe Region Conservation Authority (LSRCA)
2014 Subwatershed Information: Barrie Creeks. Accessed 12 April 2017 at: <http://www.ourlakesimcoe.com/helping-lake-simcoe/stewardship-network/subwatershed.html>.
2016 *Our Watershed*. [online]. Accessed 12 April 2017 at: <http://www.lsrca.on.ca/our-watershed>.
- MacDonald, Robert I.
2002 *Late Woodland Settlement Trends in South-Central Ontario: A Study of Ecological Relationships and Culture Change*. Unpublished PhD Dissertation, Department of Anthropology, McGill University, Montreal.



Mika, N. and H. Mika

- 1977 *Places in Ontario: Their Name Origins and History*. Part I A-E. Belleville: Mika Publishing Company, Belleville, Ontario.
1981 *Places in Ontario: Their Name Origins and History*. Part II F-M. Belleville: Mika Publishing Company, Belleville, Ontario.
1983 *Places in Ontario: Their Name Origins and History*. Part III N-Z. Belleville: Mika Publishing Company, Belleville, Ontario.

Miles & Co.

- 1879 *Illustrated Historical Atlas of the County of York, and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe, Ont.* Toronto: Miles & Co.

Ministry of Culture, Ontario

- 1981 *Guidelines on the Man-Made Heritage Component of Environmental Assessments*
1992 *Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments*
2005 *Ontario Heritage Act*

Ministry of Environment, Ontario

- 2006 *Environmental Assessment Act*

Ministry of Municipal Affairs and Housing, Ontario

- 2005 *Ontario Planning Act*
2005 *Provincial Policy Statement*

Ministry of Tourism and Culture, Ontario

- 2005 *Ontario Heritage Act*.
2006 *Ontario Heritage Tool Kit*
2010 *Standards and Guidelines for the Conservation of Provincial Heritage Properties*.
2010 *Check Sheet for Environmental Assessments: Screening for Impacts to Built Heritage Resources and Cultural Heritage Landscapes*

Ministry of Tourism, Culture and Sport

- 2011 *Standards and Guidelines for Consultant Archaeologists*. Cultural Programs Branch, Ontario Ministry of Tourism and Culture, Toronto.

Ministry of Transportation

- 2002 *Environmental Reference for Highway Design*
2006 *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation*.
2007 *Environmental Guide for Built Heritage and Cultural Heritage Landscapes*

Natural Resources Canada

- 2007 The real story of how Toronto got its name. Accessed 12 April 2017 at:
<http://web.archive.org/web/20131109063329/http://www.nrcan.gc.ca/earth-sciences/geography-boundary/geographical-name/geoname-origins/5697>.



Tremaine, G

1871 *Tremaine's Map of the County of Simcoe.*

Williamson, R. F.

2008 *Toronto: An Illustrated History of Its First 12,000 Years.* James Lorimer & Co., Toronto.



8.0 STUDY AREA MAPPING



Figure 7: Study Area and Plate Locations

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

EXISTING CONDITIONS – ASSESSMENT OF IMPACTS

**ESSA ROAD TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**FORMER TOWNSHIP OF INNISFIL, SIMCOE COUNTY
CITY OF BARRIE, ONTARIO**

Prepared for:

Hatch Corporation
2800 Speakman Drive
Mississauga, ON L5K 1B1
T 905-403-4091

ASI File: 16EA-275

April 2017 (Revised October 2017)



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

EXISTING CONDITIONS – ASSESSMENT OF IMPACTS

**ESSA ROAD TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**FORMER TOWNSHIP OF INNISFIL, SIMCOE COUNTY
CITY OF BARRIE, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) as part of the Essa Road Transportation Improvements Municipal Class Environmental Assessment (EA). The study area is defined as Essa Road, from Coughlin Road to Mapleview Drive. The study is being undertaken to investigate the feasibility of transportation improvements and new municipal infrastructure in the study area.

The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area was originally located within a rural agricultural landscape dating back to the early-nineteenth century, with major roadways surveyed early within the study area. A review of available heritage inventories revealed that there is one previously identified feature of cultural heritage interest within the Essa Road study area. Based on the results of the background research, data collection, and field review, one additional cultural heritage resource was noted.

Based on the results of background data collection, field review, and impact assessment of the preferred design for the proposed undertaking, the following recommendations were developed for the Essa Road Municipal Class Environmental Assessment:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.
2. Where feasible, tree protection zones should be established along the western property line of the farmscape at 664 Essa Road (CHL 1) to reduce the impact of the proposed undertaking on the subject resource.
3. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA, CAHP Senior Heritage Specialist Manager, Cultural Heritage Division
<i>Cultural Heritage Assistants:</i>	Johanna Kelly, MSc. Cultural Heritage Assistant John Sleath, MA Cultural Heritage Assistant
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA Staff Archaeologist Assistant Manager, Environmental Assessment Division
<i>Project Administrator:</i>	Carol Bella, Hon. BA Research Archaeologist and Administrative Assistant
<i>Report Preparation:</i>	Johanna Kelly
<i>Graphics Preparation:</i>	Jonas Fernandes, MSc Geomatics Specialist Blake Williams, MLitt. Geomatics Specialist Johanna Kelly
<i>Report Reviewer:</i>	Annie Veilleux



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL	ii
TABLE OF CONTENTS	iii
1.0 INTRODUCTION	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT	2
2.1 Legislation and Policy Context	2
2.2 City of Barrie Municipal Heritage Policies	6
2.3 Data Collection	7
3.0 HISTORICAL BACKGROUND	10
3.1 Introduction.....	10
3.2 Township Survey and Settlement	10
3.2.1 Township of Innisfil.....	10
3.2.2 City of Barrie	11
3.3 Review of Historical Mapping.....	11
4.0 EXISTING CONDITIONS	15
4.1 Essa Road Study Area– Geography and Physiography	16
4.2 Essa Road Study Area – Existing Conditions	17
4.3 Essa Road Study Area– Identified Cultural Heritage Resources	19
4.4 Screening for Impacts	20
4.4.1 Potential Impacts of the Proposed Undertaking.....	21
5.0 CONCLUSIONS	21
6.0 RECOMMENDATIONS.....	22
7.0 REFERENCES	23
8.0 CULTURAL HERITAGE RESOURCE INVENTORY	26
9.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING	27
APPENDIX A: PREFERRED ALTERNATIVE DESIGN DRAWINGS	28

LIST OF FIGURES

Figure 1: Location of the study area	1
Figure 2: The study area overlaid on the 1881 map of the County of Simcoe	12
Figure 3: The study area overlaid on the 1928 topographic map of the study area	13
Figure 4: The study area overlaid on the 1954 aerial photograph of the study area	14
Figure 5: The study area overlaid on the 1968 topographic map of the study area	14
Figure 6: The study area overlaid on the 1986 NTS map of the study area.....	15
Figure 7: Location of Cultural Heritage Resources within and/or Adjacent to the Study Area	27

LIST OF TABLES

Table 1: Essa Road Study Area – Nineteenth-century property owner(s) and historical features(s)	12
Table 2: Summary of built heritage resources (BHR) and cultural heritage landscapes (CHL) within and/or adjacent to the study area	19
Table 3: Potential Impacts of the Proposed Undertaking.....	21

LIST OF PLATES

Plate 1: Southern limits of the study area, looking south across the intersection of Essa Road and Mapleview Drive.....	18
Plate 2: Adaptive re-use of the early twentieth-century church located at 371 Mapleview Drive.....	18
Plate 3: View north along Essa Road of the south end of the study area. The driving range is visible on the right.	18



Plate 4: Agricultural fields associated with the farmscape at 664 Essa Road, view east. Outbuildings and mature trees are visible in the background..... 18

Plate 5: Concrete and corrugated steel pipe culvert. 18

Plate 6: View north along Essa Road, modern church on the east side and subdivision on the west side..... 18

Plate 7: View south along Essa Road, trees on the east side obscure late twentieth-century residences from view, modern residential subdivision can be seen on the right (west) side. 19

Plate 8: Topsoil reserves located at the north end of the study area. 19

Plate 9: Modern residential subdivision that occupies the west side of the study area, view northwest..... 19

Plate 10: View of the north end of the study area, looking north towards the intersection of Essa Road and Coughlin Road. 19



1.0 INTRODUCTION

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) as part of the Essa Road Transportation Improvements Municipal Class Environmental Assessment (EA). The study area is defined as Essa Road, from Coughlin Road to Mapleview Drive (Figure 1). The study is being undertaken to investigate the feasibility of transportation improvements and new municipal infrastructure in the study area.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources, identify existing conditions of the Essa Road study area, identify impacts to cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the senior project management of Annie Veilleux, ASI.



Figure 1: Location of the study area

Base Map:©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Legislation and Policy Context

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

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

Part 4.7 of the *PPS* states that:

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



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

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

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

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

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

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

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

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

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

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

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



2.2 City of Barrie Municipal Heritage Policies

The City of Barrie's *Official Plan* (June 2014 Consolidation, Section 3.4, 'Cultural Heritage Conservation') has set out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below.

3.4.1 GOALS

- (a) To encourage the conservation of the City's cultural heritage resources including, but not limited to, buildings, structures, areas, districts, open spaces, and landscapes, artefacts of historical and/or architectural significance and to co-ordinate these conservation efforts with development and redevelopment initiatives.
- (b) To promote an understanding of, and appreciation for, the original settlement of the area and the historic development of the City.
- (c) To encourage and foster public awareness of, and participation in, the conservation, restoration and utilization of cultural heritage resources.
- (d) To control the demolition, destruction, and inappropriate alteration or use of cultural heritage resources.
- (e) To implement the vision and recommendations put forth in the City's Cultural Master Plan.

3.4.2.1 GENERAL POLICIES

- (a) Development permitted by the land use policies and designations of this Plan should have regard for cultural heritage resources and shall, wherever feasible, incorporate these resources into any development plans.
- (b) All new development in older established areas of historic, architectural or landscape value, shall be encouraged to be in keeping with the overall character of these areas.
- (c) Development and site alteration on lands adjacent to protected heritage properties and those included in the inventory referred to in Section 3.4.2.2 (c) of this Plan may be permitted where the proposed development and site alteration has been evaluated and it has been demonstrated that the cultural heritage attributes of the protected heritage property will be conserved.
- (d) Proposed development and site alteration permitted in accordance with subsection (c) above shall be encouraged to be in keeping with the immediate physical context and streetscape by being generally of the same height, width, massing and orientation as adjacent buildings, being of similar setback, of like or compatible materials, and using similarly proportioned windows, doors and roof shapes in order to maintain a sense of visual continuity and compatible building design.
- (e) The City shall encourage measures which enhance public appreciation of interesting buildings, structures, streetscapes, open spaces or landscapes of historic, architectural, archaeological or scenic value.
- (f) The City may restore, rehabilitate, enhance and maintain heritage resources owned by the municipality in fulfilment of the cultural heritage goals and policies of this Plan.
- (h) The City may require as a condition of approval of development including a consent, minor variance, subdivision or site plan, the issuance of a building permit, change of use or partial demolition of a heritage building or structure, that the proponent enter into agreements to preserve and/or permit to be designated pursuant to the Ontario Heritage



- Act, the building or structure through other legal instruments as may be noted in this Plan.
- (i) In areas considered for intensification, the City shall encourage the conservation or preservation of any cultural heritage resource which may be affected by such intensification with the use of conservation plans and heritage-related urban design guidelines.(Mod D (aa))
 - (j) The City may:
 - i. consider amendments to the Zoning By-law that will enable the conservation of a heritage resource.
 - ii. designate properties to be of cultural or heritage value or interest under the Ontario Heritage Act or its successor.
 - (k) The City will give particular consideration to all development proposals at strategic locations throughout the City Centre.
 - (l) The City may require heritage impact assessments for built heritage and cultural heritage landscape resources which may be impacted by development.
 - (m) The City may inventory cultural heritage resources in the municipality through the designation by by-law and/or listing of individual heritage properties, conservation districts and landscapes, and archaeological sites on a municipal register, which can be considered when making planning decisions.
 - (o) The City shall ensure conservation of known significant cultural heritage resources prior to any undertaking of municipal public works and municipally owned properties, such as roads and infrastructure projects carried under the Municipal Class Environmental Assessment (EA) process. The City may require heritage impact assessments and satisfactory measures to mitigate any negative impacts affecting identified significant heritage resources.(Mod D (bb))

3.4.2.2 HERITAGE DESIGNATIONS

- (a) The Ontario Heritage Act or any successor legislation will be utilized to conserve, protect and enhance the heritage resources of the City of Barrie which may include the designation of individual properties and/or the designation of a group or groups of properties as Heritage Conservation Districts.
- (e) The City may utilize any government programs available to assist in the implementation of heritage conservation policies and may pass by-laws providing for the making of a grant or loan to the owner of a property designated under the Ontario Heritage Act for the purpose of paying for the whole or any part of the cost of alteration of such designated property on such terms and conditions as the City may prescribe.

2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historical research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of



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

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

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

Design/Physical Value:

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

Historical/Associative Value:

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

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.



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

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

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

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows.
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Section 4.0, while Sections 5.0 and 6.0 contain conclusions and recommendations with respect to potential impacts of the undertaking on identified cultural heritage resources.



3.0 HISTORICAL BACKGROUND

3.1 Introduction

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use. Historically, the study area is located in the former Township of Innisfil, County of Simcoe in part of Lots 3-4, Concession 12.

3.2 Township Survey and Settlement

Historically, the study area is located in the former Township of Innisfil, County of Simcoe in part of Lots 3 and 4, Concession 12. The County of Simcoe was formed in 1798 as part of the “Home District”. The boundaries of the county were refined in 1821. Almost 20 years later, in 1843, the area was declared a separate district, attaining county status in 1850, with Barrie as the county seat. At this time Simcoe County included portions of Grey and Dufferin Counties, and Muskoka and Parry Sound Districts. In 1881 the borders of Simcoe County were again redefined and the present townships of Tiny, Tay, Matchedash, Flos, Medonte, Orillia, Nottawasaga, Sunnidale, Vespra, Oro, Tosorontio, Essa, Innisfil, Adjala, Tecumseth, and West Gwillimbury were contained within. As of the late twentieth century, Simcoe County had two cities, seven towns, and eight villages (Mika and Mika 1983: 394-398).

3.2.1 Township of Innisfil

The Township of Innisfil was surveyed in 1820 and the first settlement began that year. The township was named after the poetical name for Ireland, Innisfail, by its early settlers. Growth was slow during the first ten years of the township and the first sawmill was not erected until the 1830s and in 1835 a grist mill was constructed. Early settlement focused around Kempenfeldt Bay and the southwestern area of the township was not settled until after 1840. By 1843, the first school was constructed and the following year the Innisfil Methodist Congregation built the first church. The first census of the township recorded a population of only 762 inhabitants, by 1850, the township had a population of 1,807.

Following the connection of the Northern Railway in 1853, the township became an important shipping hub for the lumber industry of central Ontario (Mika and Mika 1981: 347-349). With the arrival of the railway a number of communities developed and prospered. Allandale, Lefroy, and Craigvale all boasted stations. On the western border of the township, Thorton was a stop for the Hamilton and Northwestern Railway. The community of St. Paul’s was established at the corner of Penetanguishene Road (Yonge Street) and Mapleview Drive, and was centered around St. Paul’s Anglican Church (established 1851) and a schoolhouse as depicted on the 1879 Illustrated Historical Atlas (Miles and Co. 1879). The small community consisted of a cluster of houses, and would have been along the main path of anyone travelling between Toronto and Georgian Bay along Penetanguishene Road. Other early post office communities included Bramley, Cherry Creek, Fennell, Holly, Innisfil, Killyleagh, Beaumont, Painswick, and Stroud. Today, Innisfil attracts large numbers of tourists and cottagers in the summertime who travel from Toronto via Highway 400 and Highway 11, the northern extension of Yonge Street. This extension travels the length of the township and was built in the late seventeenth century by Colonel John Graves Simcoe from York (Toronto) to Lake Simcoe (Mika and Mika 1981: 347-349).



Village of Holly

The village of Holly is located in the once densely forested area known as the “Seven Mile Bush” between Allandale and Ninth Line. It was a small settlement with a Methodist church, a store and a blacksmith shop. Early settlers included Campell, Brown (the postmaster and merchant), Srigley, Leslie, Miller, Palling and Little, who named the village after a place in his homeland of England. The small frame Methodist church was built in 1859 on the south half of Lot 3 Concession 12 and held services for over forty years. The first school was built in 1860 at the foot of what was called Little’s Hill, and included students from Allandale. By 1884, the village was growing along the 14th Concession when a sawmill and a tramway to Allandale were built. By 1900 Holly had a population of 200 inhabitants (Innisfil Township Council 1951:163–164).

3.2.2 City of Barrie

The City of Barrie is located at the head of Kempenfelt Bay on Lake Simcoe and at the junction of a number of major transportation routes. Kempenfelt, east of the bay and now part of the City of Barrie, was an important site during the War of 1812 as it was the starting point of Nine Mile Portage. First established by First Nations prior to the arrival of Europeans, the portage became a strategic military transportation route between Lake Simcoe and Lake Huron. A storehouse was built at this location which also served as a stopping site for traders and settlers.

The town of Barrie was named after Commodore Barrie, commander of British warships at Kingston in the early nineteenth century. The town site was surveyed into town lots in the early 1830s and the first settler to permanently locate in Barrie was a Scottish farmer named Alexander Walker. Other early settlers include David Edgar, Captain Oliver, and John McWatt. The 1830s also saw the establishment of taverns, a general store, a post office, a school house, and a number of churches.

The Toronto, Simcoe and Lake Huron Union Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe and Huron Union Rail Road Company. Under this new name, a railway was built connecting Toronto to Newmarket. Opened in 1853, the new line was known as the Ontario, Simcoe and Huron Railway (Andreae 1997). In the 1850s, the Ontario, Simcoe and Huron Railway was constructed through Allandale, which was united with Barrie in 1897. Barrie was incorporated as a town in the early 1850s and as a city more than a century later in 1959 (Mika and Mika 1977: 136-139).

3.3 Review of Historical Mapping

The 1871 *Map of the County of Simcoe* (Tremaine 1871)¹ and the 1881 *Illustrated Historical Atlas of the County of Simcoe* (Belden 1881) were examined to determine the presence of historic features within the study area during the nineteenth century (Figure 2). The study area is located in the Former Township of Innisfil, County of Simcoe in part of Lots 3 and 4, Concession 12. Details of historical property owners and historical features in the study area are listed in Table 1.

It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference

¹ The 1871 Tremaine’s *Map of the County of Simcoe* was unavailable for map production.



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.

Table 1: Essa Road Study Area – Nineteenth-century property owner(s) and historical features(s)

		1871		1881	
Con #	Lot #	Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
XII	3	J. Brown	Roadway, church	Jas. Brown	Roadway, church
	4	J. Dyer C. Dyer D. Comiskey	Roadway	n/a	Roadway, Holly Post Office

A review of nineteenth-century mapping (Figure 2) reveals that Essa Road is a historic roadway, illustrated on 1871 historic mapping in its current alignment. Essa Road is illustrated as a “Given Road”. The intersection of Essa Road with Maplevue Drive is established and illustrated on the 1871 map as well. A church is illustrated on the northwest corner of Essa Road and Maplevue Drive. The 1881 mapping shows the study area in a similar state, with the addition of the Holly Post Office built at the northeast corner of Essa Road and Maplevue Drive.

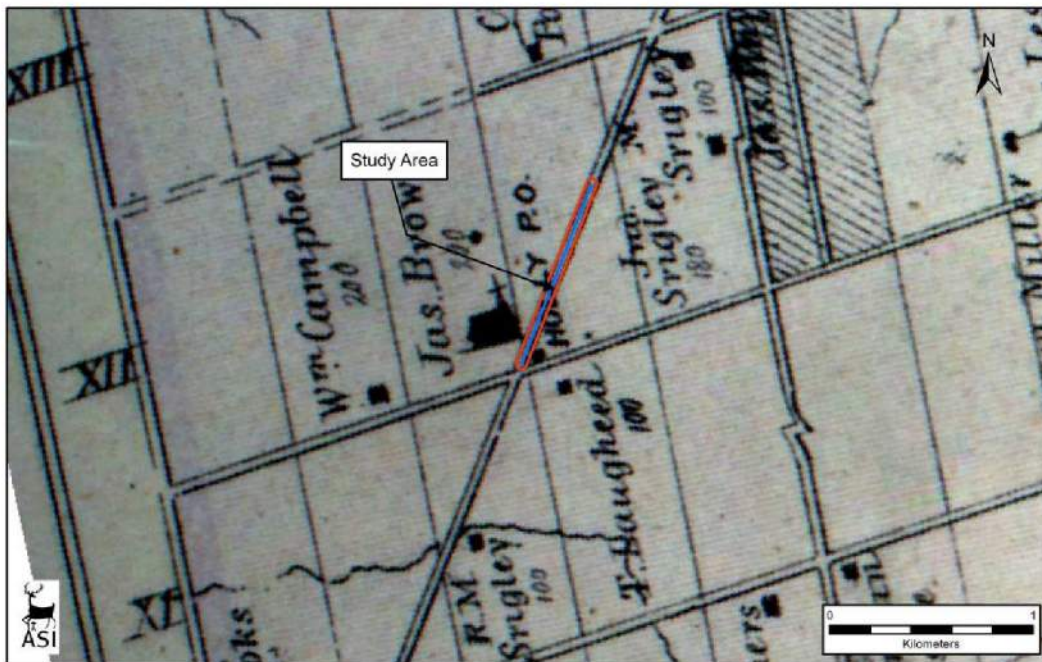


Figure 2: The study area overlaid on the 1881 map of the County of Simcoe

Source: Belden 1881

Twentieth-century mapping (Figures 3-6) provides a more detailed illustration of dwellings, roads, settlements, and other features such as bridges, trails, and public buildings such as schools.

The 1928 mapping shows five structures fronting Essa Road adjacent to the study area (Figure 3). Essa Road is illustrated as a second class metalled road. The crossroads community of Holly is labelled at the intersection of Essa Road and Mapleview Drive and a church is pictured at the southeast corner. Hydro lines are illustrated on the east side of Essa Road, within the study area. The study area is generally depicted in a rural agricultural context.

The 1954 aerial photograph and later topographic maps show the study area underwent few changes in the twentieth century (Figures 4-6). The general setting of the study area remains primarily rural and agricultural. The 1968 mapping shows the same structures as the 1928 mapping with the addition of few outbuildings. The 1989 mapping shows an increase in development along Essa Road outside of the study area, to the north and south. A campground is illustrated at the north end of the study area, adjacent to Essa Road on the east side. Structures along Essa Road adjacent to the study area are illustrated in the same configuration as the 1968 mapping, with two silos illustrated, one associated with the farm on the northeast corner of Essa Road and Mapleview Drive and one associated with the farm on the east side of Essa Road.

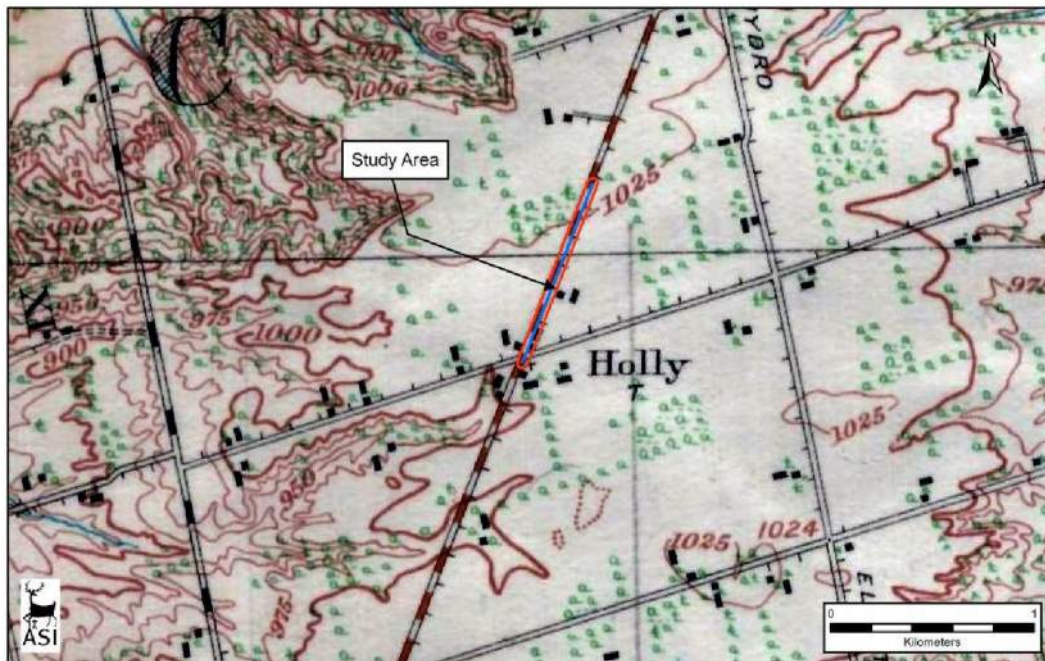


Figure 3: The study area overlaid on the 1928 topographic map of the study area
Source: Department of National Defense 1928

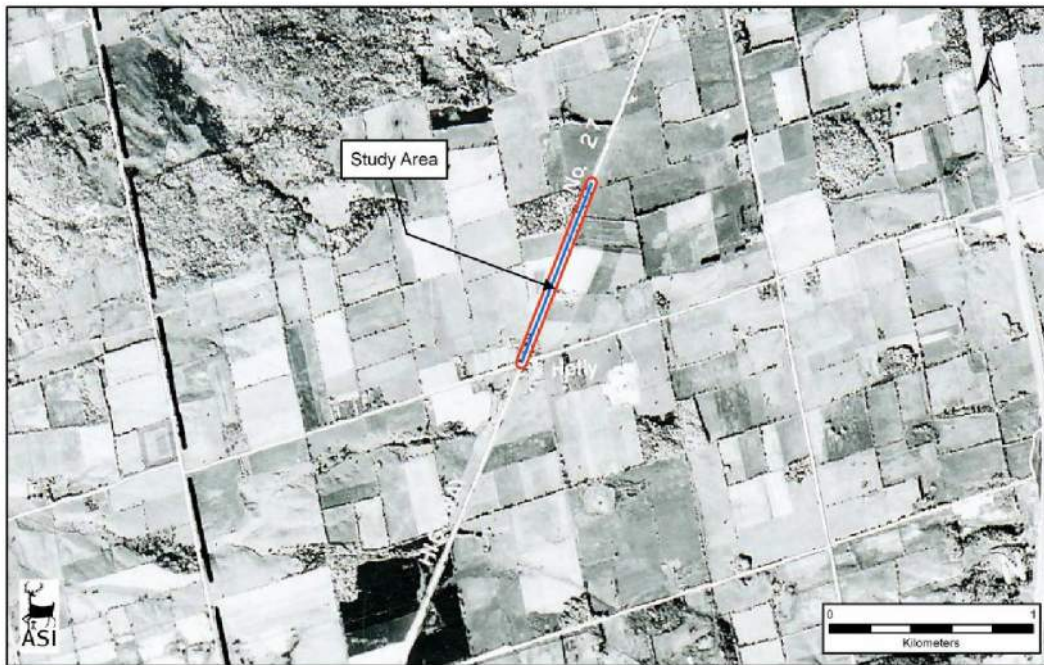


Figure 4: The study area overlaid on the 1954 aerial photograph of the study area
Source: Hunting Survey Corporation Ltd. 1954



Figure 5: The study area overlaid on the 1968 topographic map of the study area
Source: Department of National Defence 1968

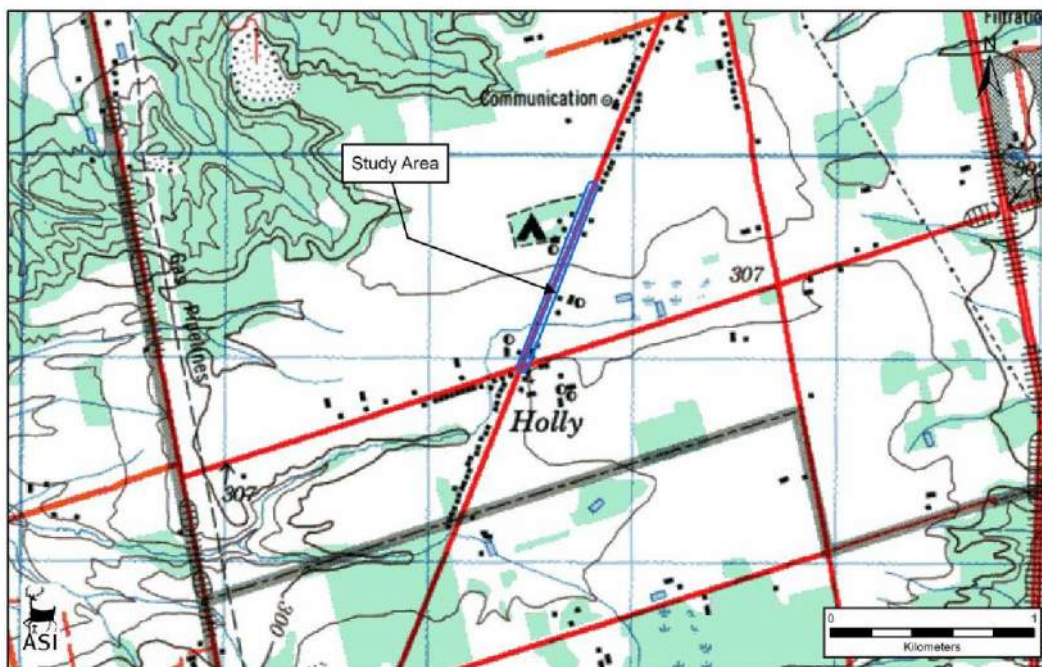


Figure 6: The study area overlaid on the 1986 NTS map of the study area
Source: Department of Energy, Mines and Resources 1986

4.0 EXISTING CONDITIONS

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

- The City of Barrie's *Inventory of Heritage Properties* and list of Heritage Conservation Districts (2013);
- The City of Barrie Planning Department was contacted directly to determine any known heritage resources within or adjacent to the study area²;
- *Ontario's Historical Plaques* website;
- The Ontario Heritage Trust's *Places of Worship Inventory*, an online, searchable database of Ontario's historical places of worship;
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques;
- The inventory of Ontario Heritage Trust easements;
- Park's Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial and national levels; and

² Email communication 24 March and 4 April 2017 with Kathy Brislin, Senior Policy Planner, a response was received 6 April 2017 confirming that there are no previously identified cultural heritage resources within the study area.

- Park's Canada's *Directory of Federal Heritage Designation*, a searchable on-line database of National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses.

A review of available federal, provincial and municipal heritage registers and inventories revealed that there is one cultural heritage resource previously identified by the Ontario Heritage Trust, within and/or adjacent to the study area: a former early twentieth-century church which has been altered to accommodate commercial space is located at 371 Mapleview Drive.

A field review was undertaken by John Sleath of ASI on 10 April 2017, to document the existing conditions of the study area. The field review was preceded by a review of available, current and historic, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below. Plate locations and directions are mapped on Figure 7.

4.1 Essa Road Study Area– Geography and Physiography

The study area is situated within the Peterborough Drumlin Field physiographic region of southern Ontario, extending from Simcoe County east to Hastings County. This region is generally characterized by rolling till plains overlying limestone bedrock, and numerous drumlins, and eskers (Chapman and Putnam 1984:169-172). The region is approximately 4,532 km² and contains over 3000 drumlins in addition to many other drumlinoid hills and surface flutings (Chapman and Putnam 1984:169). The drumlins are composed of highly calcareous till but there are local differences in composition. In a more recent study (MacDonald 2002) this area has been classified as the eastern lobe of the Innisfil Uplands, which comprises a gently to moderately rolling till plain extending from Kempenfelt Bay in the north to the Holland River in the south, and westward from Cook's Bay to the Nottawasaga River. The till plains of the regions were formed during the retreat of the Lake Ontario ice lobe of the Laurentide glacier and they indicate directionality of glacial advance and retreat. Till is produced from the advance of continental glacial ice. Soil and rock is carried forward by the ice, mixed and milled, producing a heterogeneous soil which is characteristic of glaciations (Chapman and Putnam 1984:10, 16). Newmarket and Kettleby Tills are the primary surface deposits with secondary deposits of outwash sand and glaciolacustrine silt and clay.

The study area is located near Kempenfelt Bay in Lake Simcoe. Lake Simcoe was known to the Huron-Wendat as Ouentironk, or “beautiful water” (LSRCA 2016). Late seventeenth and early eighteenth century French sources refer to Lake Simcoe as Lac Taronto. The etymology of ‘Taronto’ is debated however it is thought to be derived from the Mohawk word tkaronto which means “where there are trees standing in the water” and may refer to the fish weir at the Narrows between Lake Simcoe and Lake Couchiching (Natural Resources Canada 2007). Lake Simcoe was one of the terminals of the Toronto Carrying Place trail along the Humber River which was a vital route during the fur trade (Williamson 2008:50–52). This passage connected to Lake Ontario at the mouth of the Humber River. Lake Simcoe drains an area of 340,000 ha, subsequently draining into Lake Huron. Lake Simcoe supports a diverse aquatic ecosystem, home to over 50 different species of fish (LSRCA 2016).



The study area is within the Barrie Creeks subwatershed, which is roughly 37. km², with 93% being located within the City of Barrie itself. Approximately 75% of the area in the subwatershed is developed, with small levels of natural heritage features and agriculture (LSRCA 2014).

4.2 Essa Road Study Area – Existing Conditions

The study area is composed of an area approximately 1.5 km along Harvie Road between Essa Road and Highway 400, extending approximately 25 metres to each side of the right-of-way, in the City of Barrie (Plates 1-10). The study area is generally oriented in a northeast-southwest direction, but for ease of description will be described in a north-south fashion. The study area can be generally described as residential along the west side and primarily agricultural on the east side, with a few exceptions.

The southern limit of the study area begins approximately 25 metres south of the intersection of Essa Road and Mapleview Drive. Essa Road consists of two lanes of asphalt-paved, undivided traffic, with one lane in each direction, bordered generally by a gravel shoulder on both the north and south sides. The intersection of Essa Road and Mapleview Drive features a commercial complex on the northwest corner, a gas station on the southwest corner, a driving range on the northeast corner, and a church that has been repurposed as a commercial space on the southeast corner. The adaptive reuse of this early twentieth-century red brick Gothic Revival style church, located at 371 Mapleview Drive, is recognized by the Ontario Heritage Trust and is listed in their Places of Worship Inventory. Bear Creek crosses the study area north of the intersection of Essa Road and Mapleview Drive and runs in a generally west-east orientation, bisecting the driving range on the east side of Essa Road. North of the driving range, at 664 Essa Road is an active farmscape consisting of agricultural fields, mature treelines, and several outbuildings. A modern concrete culvert with a corrugated steel pipe provides drainage for the property beneath Essa Road. The Holy Spirit Parish Church, built in 2001, is located adjacent to 664 Essa Road to the north, at 650 Essa Road. To the north of this church are two large residential properties that appear to have been built in the late twentieth-century but are obscured from the roadway due to treelines. A large topsoil aggregate occupies the north end of the east side of the study area. The northern limit of the study area is located approximately 25 metres north of the intersection of Essa Road and Coughlin Road.

The west side of Essa Road is almost solely occupied by a residential subdivision within the study area. The exception to this is the commercial complex that is located at the northwest corner of the intersection of Essa Road and Mapleview Drive.





Plate 1: Southern limits of the study area, looking south across the intersection of Essa Road and Mapleview Drive.



Plate 2: Adaptive re-use of the early twentieth-century church located at 371 Mapleview Drive.



Plate 3: View north along Essa Road of the south end of the study area. The driving range is visible on the right.



Plate 4: Agricultural fields associated with the farmscape at 664 Essa Road, view east. Outbuildings and mature trees are visible in the background



Plate 5: Concrete and corrugated steel pipe culvert.



Plate 6: View north along Essa Road, modern church on the east side and subdivision on the west side.



Plate 7: View south along Essa Road, trees on the east side obscure late twentieth-century residences from view, modern residential subdivision can be seen on the right (west) side.



Plate 8: Topsoil reserves located at the north end of the study area.



Plate 9: Modern residential subdivision that occupies the west side of the study area, view northwest.



Plate 10: View of the north end of the study area, looking north towards the intersection of Essa Road and Coughlin Road.

4.3 Essa Road Study Area– Identified Cultural Heritage Resources

Based on the results of the background research and field review, two cultural heritage resources (CHR) were identified within and/or adjacent to the Essa Road study area. These CHR consists of one built heritage resource (BHR) and one cultural heritage landscape (CHL). A complete list of identified cultural heritage resources is provided in Table 2 below. A detailed inventory of these cultural heritage resources within the study area is presented in Section 7.0 and mapping of these features is provided in Section 8.0.

Table 2: Summary of built heritage resources (BHR) and cultural heritage landscapes (CHL) within and/or adjacent to the study area

Feature	Location/Name	Recognition	Description/Comments
BHR 1	371 Mapleview Drive	Listed on the Ontario Heritage Trust’s Places of	Early twentieth-century church, adapted for commercial use.

Table 2: Summary of built heritage resources (BHR) and cultural heritage landscapes (CHL) within and/or adjacent to the study area

Feature	Location/Name	Recognition	Description/Comments
		Worship Inventory	
CHL 1	664 Essa Road	Identified during field review	Nineteenth-century farmscape.

4.4 Screening for Impacts

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

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

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

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

For the purposes of evaluating potential impacts of development and site alteration, MTC (2010) defines “adjacent” as: “contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.”

Where any above-ground cultural heritage resources are identified, which may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a



heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

4.4.1 Potential Impacts of the Proposed Undertaking

The proposed undertaking for the Essa Road Transportation Improvements study area consists of vegetation removal, grading and excavation to widen the existing roadway to accommodate a second lane and multi-use trail on both sides of the existing roadway (See Appendix A). The proposed undertaking will encroach on the farmscape at 664 Essa Road (CHL 1) and result in the potential removal of mature trees associated with the former entrance drive.

Figure 7 shows the study area in relation to identified cultural heritage resources. Table 3 lists potential impacts to identified cultural heritage resources.

Table 3: Potential Impacts of the Proposed Undertaking

Resource	Potential Impact(s)
BHR 1	<ul style="list-style-type: none">The cultural heritage resource will not be negatively impacted by the proposed undertaking.
CHL 1	<ul style="list-style-type: none">The proposed undertaking will result in indirect impacts to the resource through encroachment along the west property line and former entrance drive resulting in the potential removal of trees and vegetation. Impacts are anticipated to be minor.

5.0 CONCLUSIONS

The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area was originally located within a rural agricultural landscape dating back to the early-nineteenth century, with major roadways surveyed early within the study area. The area was subject to considerable residential development in the mid and late twentieth century, especially on the west side. Communication with the City of Barrie's Heritage Planner and a review of federal registers and municipal and provincial inventories revealed that there is one previously identified feature of cultural heritage interest within the Essa Road study area. Based on the results of the background research, data collection, and field review, one additional cultural heritage resource was identified. The following provides a summary of the assessment results.

Key Findings

- A field review of the study area confirmed that there are two cultural heritage resources, consisting of one built heritage resource (BHR) and one cultural heritage landscape (CHL), within or immediately adjacent to the study area.
- Identified cultural heritage resources include one early twentieth-century church (BHR 1) and one nineteenth-century farmscape (CHL 1).

- Identified cultural heritage resources are historically, architecturally, and contextually associated with late nineteenth century land use patterns and early twentieth century religious patterns in the City of Barrie.
- The proposed undertaking will result in minor impacts to the farmscape at 664 Essa Road (CHL 1) through the encroachment of the property and former entrance drive along the west property line resulting in the potential removal of trees and vegetation. There are no impacts anticipated to BHR 1.

6.0 RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that two cultural heritage resources are located within or adjacent to the Essa Road study area. Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources.
2. Where feasible, tree protection measures should be established along the western property line of the farmscape at 664 Essa Road (CHL 1) to reduce the potential impacts of the proposed undertaking on the subject resource.
3. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



7.0 REFERENCES

- Andreae, C.
1997 *Lines of Country: An Atlas of Railway and Waterway History in Canada*. Ontario: The Boston Mills Press.
- Barrie, City of
2014a *City of Barrie Official Plan* [online] Accessed 10 March 2017 at <http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Documents/Official-Plan-text.pdf>
n.d. *Municipal Heritage Register* [Online] Accessed 16 March 2017, at <http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/Heritage.aspx>.
- Belden, H.
1881 *Simcoe Supplement in Illustrated Atlas of the Dominion of Canada*. Toronto: H. Belden.
- Chapman, L.J. and D.F. Putman
1984 *The Physiography of Southern Ontario*. Second Edition. Toronto: University of Toronto Press.
- Department of Energy, Mines, and Resources
1986 *Barrie Sheet 31 D/05*
- Department of National Defence
1928 *Barrie Sheet No. 105*
1968 *Barrie Sheet 31 D/5*
- Hunting Survey Corporation Limited
1954 Digital Aerial Photographs, Southern Ontario, Photo #443.793
- Innisfil Township Council
1951 *Historical Review, June 23-24, 1951: a record of 100 years of progress: Innisfil Township Centennial, 1850-1950*. The Barrie Examiner Ltd., Barrie.
- Lake Simcoe Region Conservation Authority (LSRCA)
2014 *Subwatershed Information: Barrie Creeks*. Accessed 12 April 2017 at: <http://www.ourlakesimcoe.com/helping-lake-simcoe/stewardship-network/subwatershed.html>.
2016 *Our Watershed*. [online]. Accessed 12 April 2017 at: <http://www.lsrca.on.ca/our-watershed>.
- MacDonald, Robert I.
2002 *Late Woodland Settlement Trends in South-Central Ontario: A Study of Ecological Relationships and Culture Change*. Unpublished PhD Dissertation, Department of Anthropology, McGill University, Montreal.



Mika, N. and H. Mika

- 1977 *Places in Ontario: Their Name Origins and History*. Part I A-E. Belleville: Mika Publishing Company, Belleville, Ontario.
1981 *Places in Ontario: Their Name Origins and History*. Part II F-M. Belleville: Mika Publishing Company, Belleville, Ontario.
1983 *Places in Ontario: Their Name Origins and History*. Part III N-Z. Belleville: Mika Publishing Company, Belleville, Ontario.

Miles & Co.

- 1879 *Illustrated Historical Atlas of the County of York, and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe, Ont.* Toronto: Miles & Co.

Ministry of Culture, Ontario

- 1981 *Guidelines on the Man-Made Heritage Component of Environmental Assessments*
1992 *Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments*
2005 *Ontario Heritage Act*

Ministry of Environment, Ontario

- 2006 *Environmental Assessment Act*

Ministry of Municipal Affairs and Housing, Ontario

- 2005 *Ontario Planning Act*
2005 *Provincial Policy Statement*

Ministry of Tourism and Culture, Ontario

- 2005 *Ontario Heritage Act*.
2006 *Ontario Heritage Tool Kit*
2010 *Standards and Guidelines for the Conservation of Provincial Heritage Properties*.
2010 *Check Sheet for Environmental Assessments: Screening for Impacts to Built Heritage Resources and Cultural Heritage Landscapes*

Ministry of Tourism, Culture and Sport

- 2011 *Standards and Guidelines for Consultant Archaeologists*. Cultural Programs Branch, Ontario Ministry of Tourism and Culture, Toronto.

Ministry of Transportation

- 2002 *Environmental Reference for Highway Design*
2006 *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation*.
2007 *Environmental Guide for Built Heritage and Cultural Heritage Landscapes*

Natural Resources Canada

- 2006 *The real story of how Toronto got its name*. Accessed 12 April 2017 at:
<http://web.archive.org/web/20131109063329/http://www.nrcan.gc.ca/earth-sciences/geography-boundary/geographical-name/geoname-origins/5697>.



Ontario Heritage Trust

n.d. *Fendley's Flowers and Fudge Factory*. Accessed 12 April 2017 at:
<http://www.heritagetrust.on.ca/en/index.php/places-of-worship/places-of-worship-database/search/powresults/details?id=4511&backlinkslug=associated-records&>

Tremaine, G



1871 *Tremaine's Map of the County of Simcoe*.

Williamson, R. F.

2008 *Toronto: An Illustrated History of Its First 12,000 Years*. James Lorimer & Co., Toronto.



8.0 CULTURAL HERITAGE RESOURCE INVENTORY

Resource	Type	Address/Location	Recognition	Description	Photos
BHR 1	Church	371 Mapleview Drive	Previously identified on the Ontario Heritage Trust Places of Worship Inventory	<p>Historical: -Appears first on 1928 topographic mapping as a “church without a spire or tower”, constructed prior to 1928 and housed the United Church until 1963. -Between 1963 and 2003 housed the congregation of the Ontario Conference of the Seventh Day Adventist Church, before being re-zoned as a commercial property.</p> <p>Design: -Red brick Gothic Revival style church featuring a rectangular hall with gable roof, gothic windows, and decorative diamond brick detail on the north facade. -A modern stone faced addition has been built onto the north elevation creating a new entry way for the commercial space.</p> <p>Context: -Located at the intersection of Essa Road and Mapleview Drive, both historically surveyed roads. -Reflects the early twentieth-century religious development in the early days of the area.</p>	 <p>Adaptive re-use of early twentieth-century church</p>
CHL 1	Farmscape	664 Essa Road	Identified during historic map and field review	<p>Historical: -Associated with the early agricultural landscape of the historic Township of Innisfil. - First appears on the 1928 topographic map. -</p> <p>Design: -Active agricultural fields with established entrance drive, mature treelines, and agricultural outbuildings, including silos and a remnant barn.</p> <p>Context: -Located on Essa Road, an historically surveyed roadway. -Reflects the early settlement along Essa Road through its style, scale/massing, set back and landscape features.</p>	 <p>Looking east from Essa Road to agricultural fields, outbuildings, and mature treelines.</p>

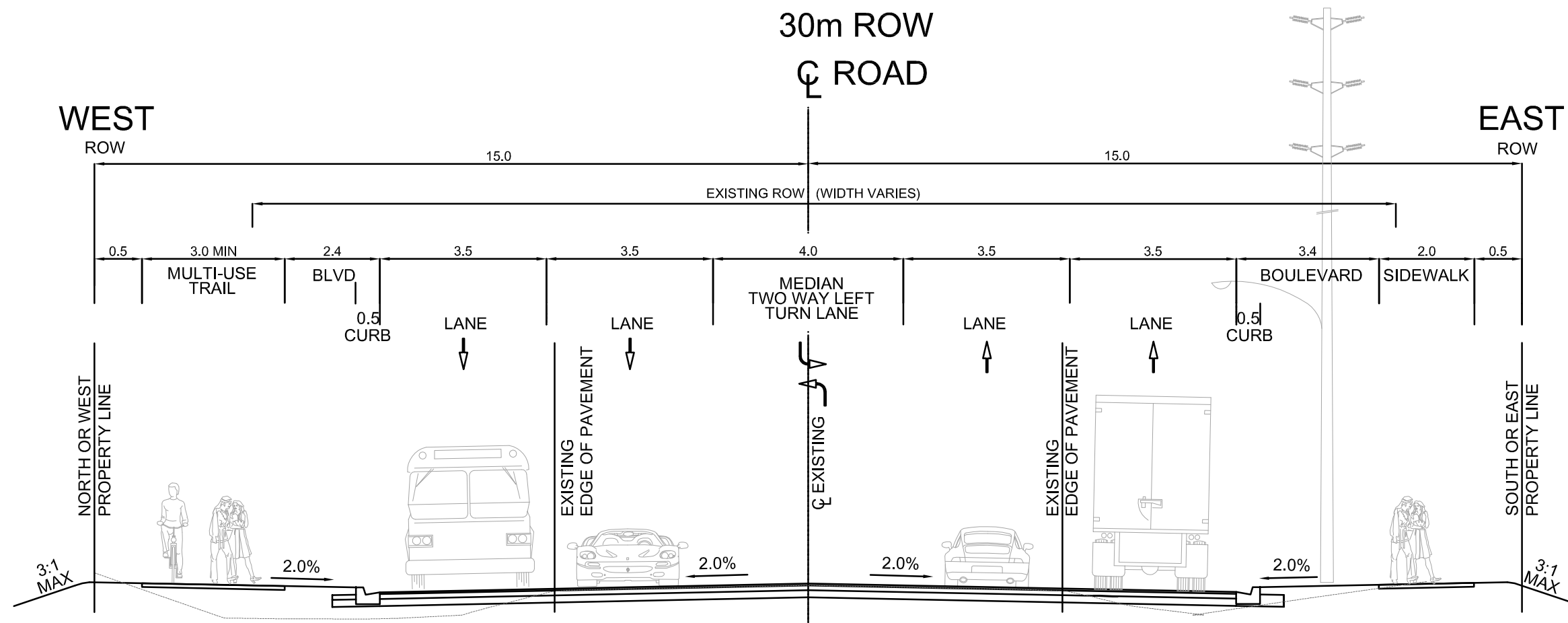
9.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING



Figure 7: Location of Cultural Heritage Resources within and/or Adjacent to the Study Area



APPENDIX A: PREFERRED ALTERNATIVE DESIGN DRAWINGS



TYPICAL CROSS SECTION
 5 LANES WITH TWO WAY LEFT TURN LANE MEDIAN
 (PREFERRED ALTERNATIVE)

DATE PLOTTED: 10/26/2016 2:51:11 PM
 FILE LOCATION: C:\pwworking\hatch\861962\0231600\Essa Road Profile 30m ROW (With Crest and Sep)_recover1.dwg



NO.	REVISIONS	DATE	APPROVED
A	PREFERRED ALTERNATIVE	-	-

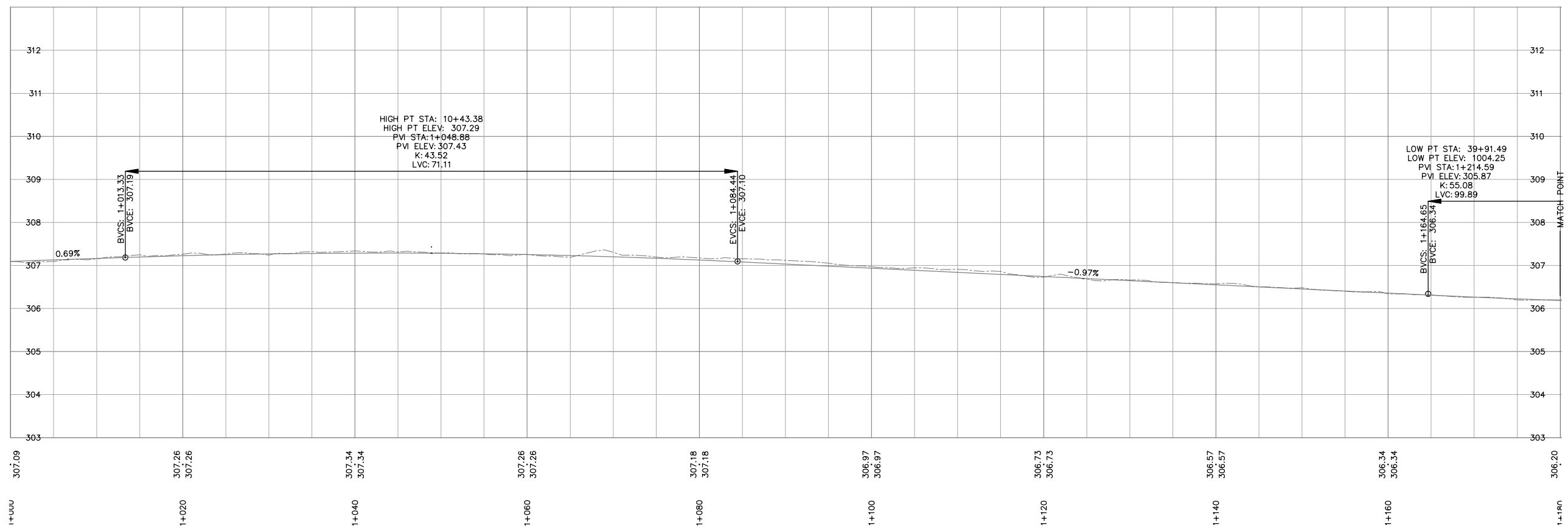
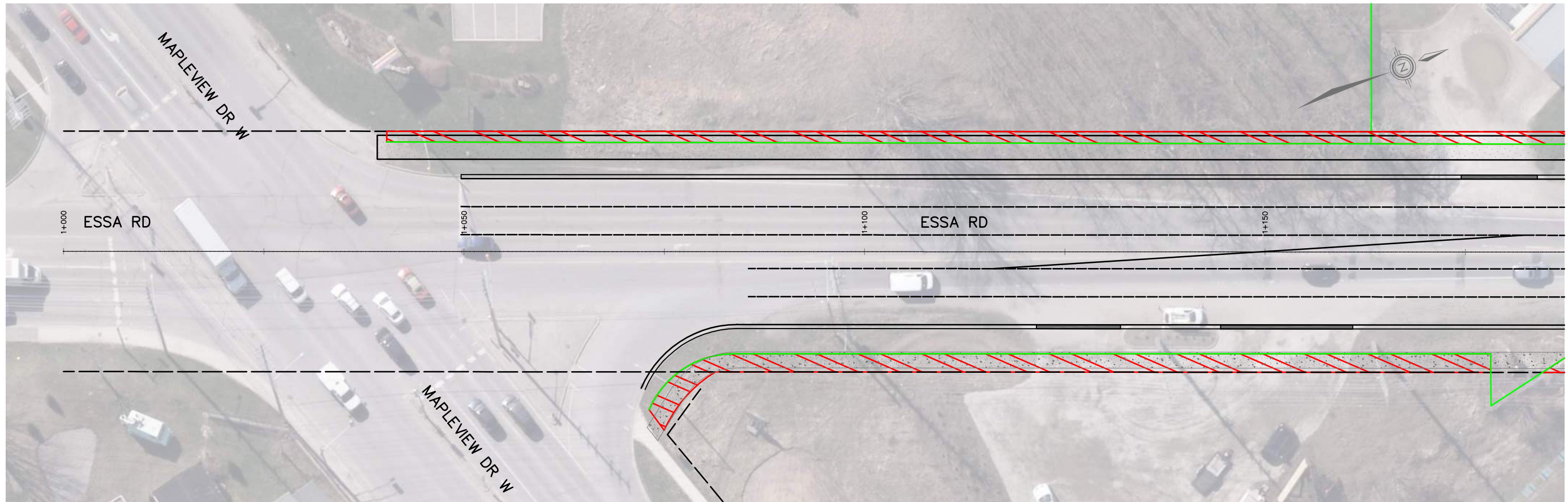
CITY OF BARRIE
 APPROVED
 DATE

TRANSPORTATION IMPROVEMENTS FOR
 BRYNE DRIVE, HARVIE ROAD & ESSA ROAD

STATION 1+000 TO 1+1900
 ESSA ROAD
 PLAN AND PROFILE

The City of
BARRIE
 ENGINEERING DEPARTMENT

SCALE HOR. 1:1500	VERT. 1:300	CONTRACT NO. _
DESIGN ###	DRAWN P.G.C.	SHEET NO. P000
REVIEWED ###	DATE 2017-08-28	



DATE PLOTTED: 10/26/2016 2:51:11 PM
 FILE LOCATION: C:\pwworking\hatch\861962\40231600\Essa Road Profile 30m ROW (With Crest and Sag)_recover1.dwg



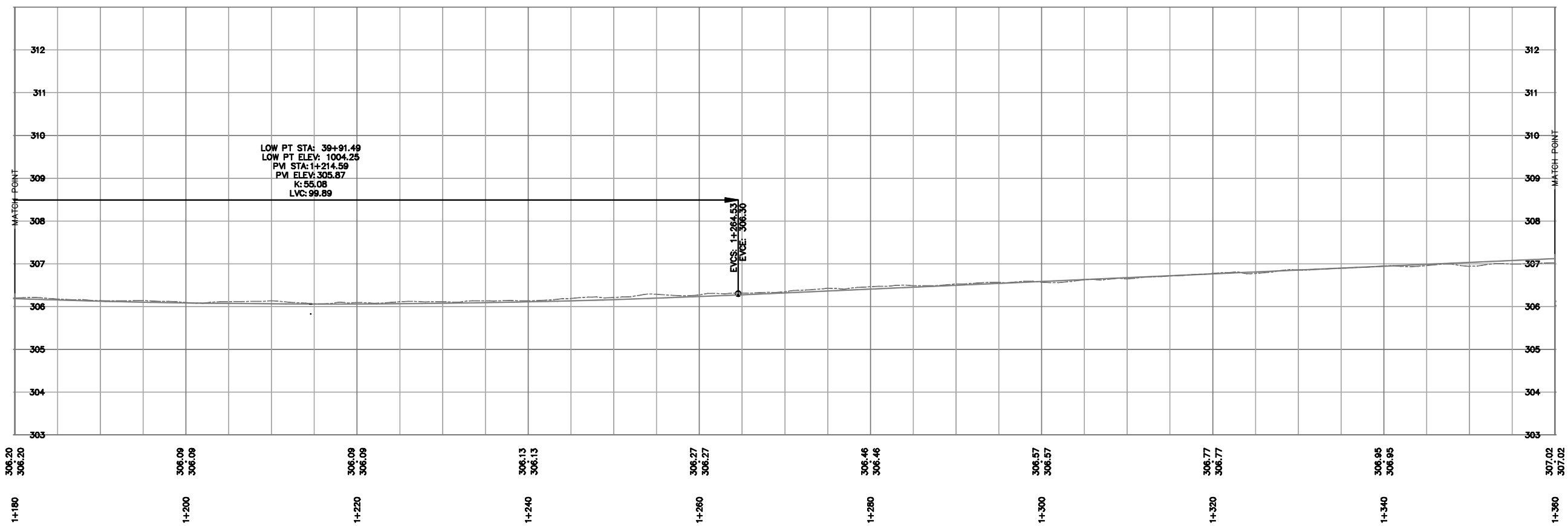
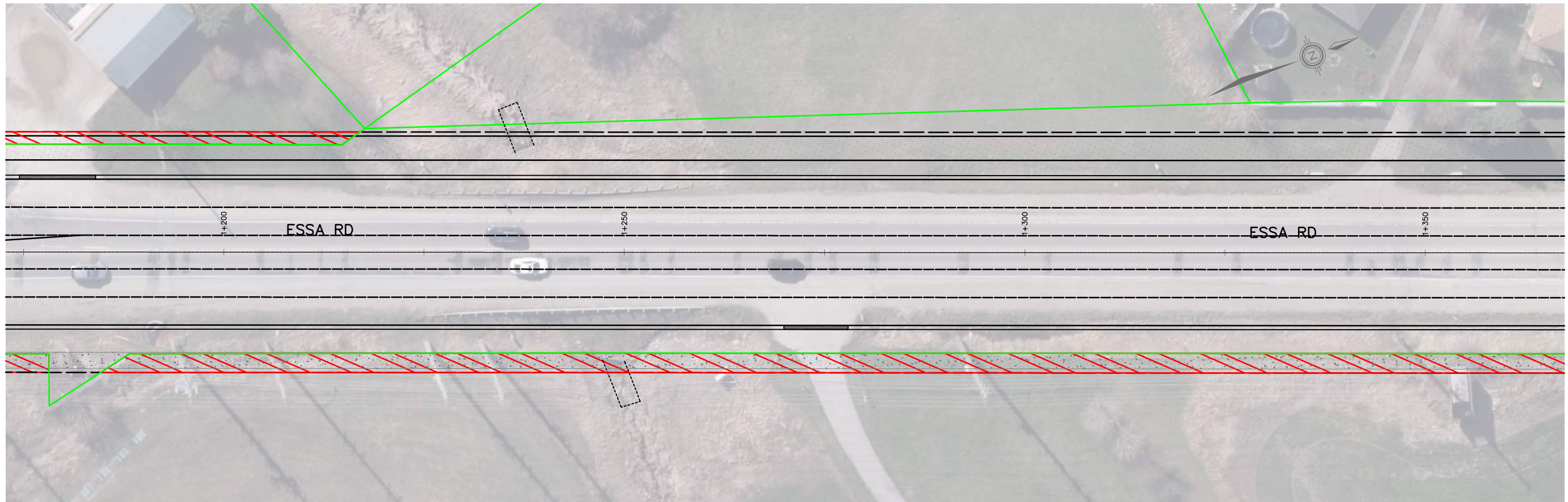
NO.	REVISIONS	DATE	APPROVED
A	PREFERRED ALTERNATIVE	-	-

CITY OF BARRIE
 APPROVED
 DATE
 DIRECTOR OF ENGINEERING

**TRANSPORTATION IMPROVEMENTS FOR
 BRYNE DRIVE, HARVIE ROAD & ESSA ROAD**
 STATION 1+000 TO 1+180
 ESSA ROAD
 PLAN AND PROFILE

The City of
BARRIE
 ENGINEERING DEPARTMENT

SCALE HOR. 1:250	VERT. 1:50	CONTRACT NO. _
DESIGN ###	DRAWN P.C.C.	SHEET NO. P001
REVIEWED ###	DATE 2017-08-28	



DATE PLOTTED: 10/26/2016 2:51:11 PM
FILE LOCATION: C:\pwworking\hatch\861962\0231600\Essa Road Profile 30m ROW (With Crest and Slope)_recover1.dwg



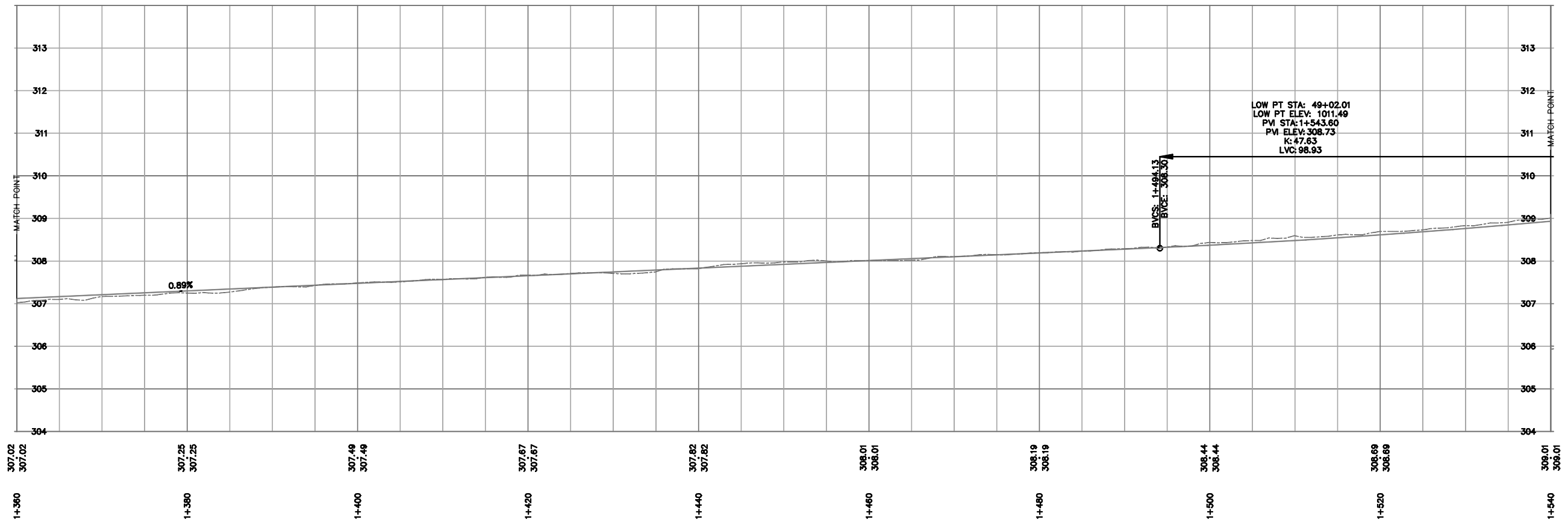
NO.	REVISIONS	DATE	APPROVED
A	PREFERRED ALTERNATIVE	-	-

CITY OF BARRIE
APPROVED
DATE

TRANSPORTATION IMPROVEMENTS FOR
BRYNE DRIVE, HARVIE ROAD & ESSA ROAD
STATION 1+180 TO 1+360
ESSA ROAD
PLAN AND PROFILE

The City of
BARRIE
ENGINEERING DEPARTMENT

SCALE HOR. 1:250	VERT. 1:50	CONTRACT NO. _
DESIGN ###	DRAWN P.C.C.	SHEET NO. P002
REVIEWED ###	DATE 2017-08-28	



DATE PLOTTED: 10/26/2016 2:51:11 PM
FILE LOCATION: C:\pwworking\hatch\861962\0231600\Essa Road Profile 30m ROW (With Crest and Sag)_recover1.dwg



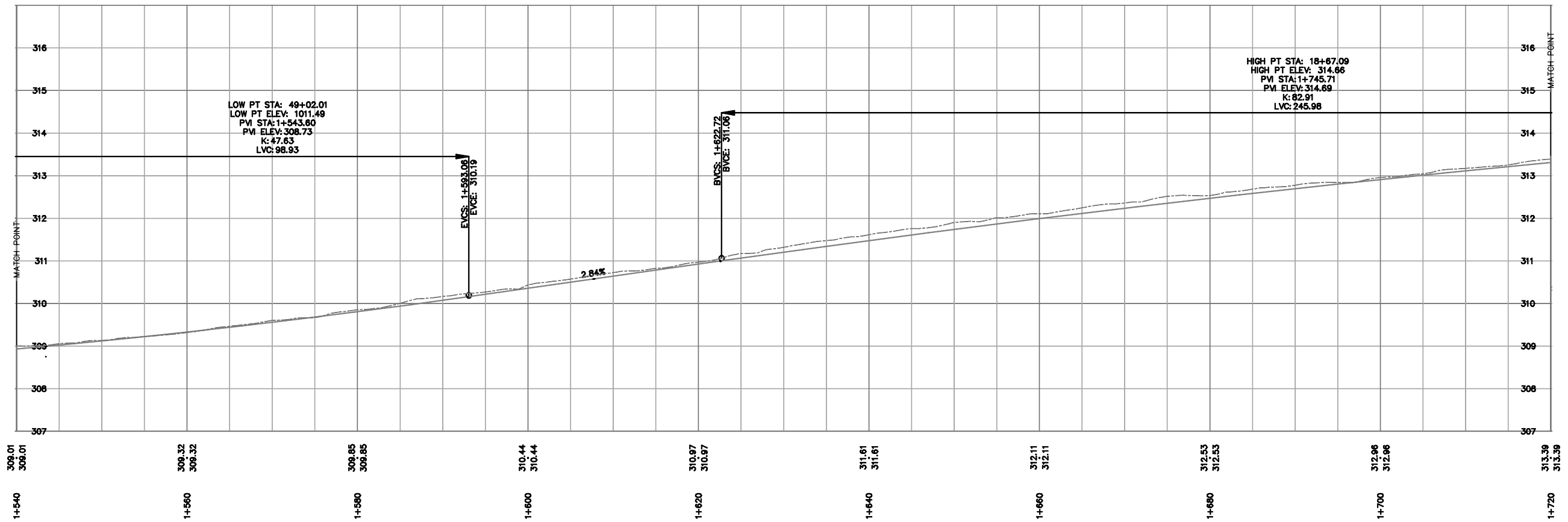
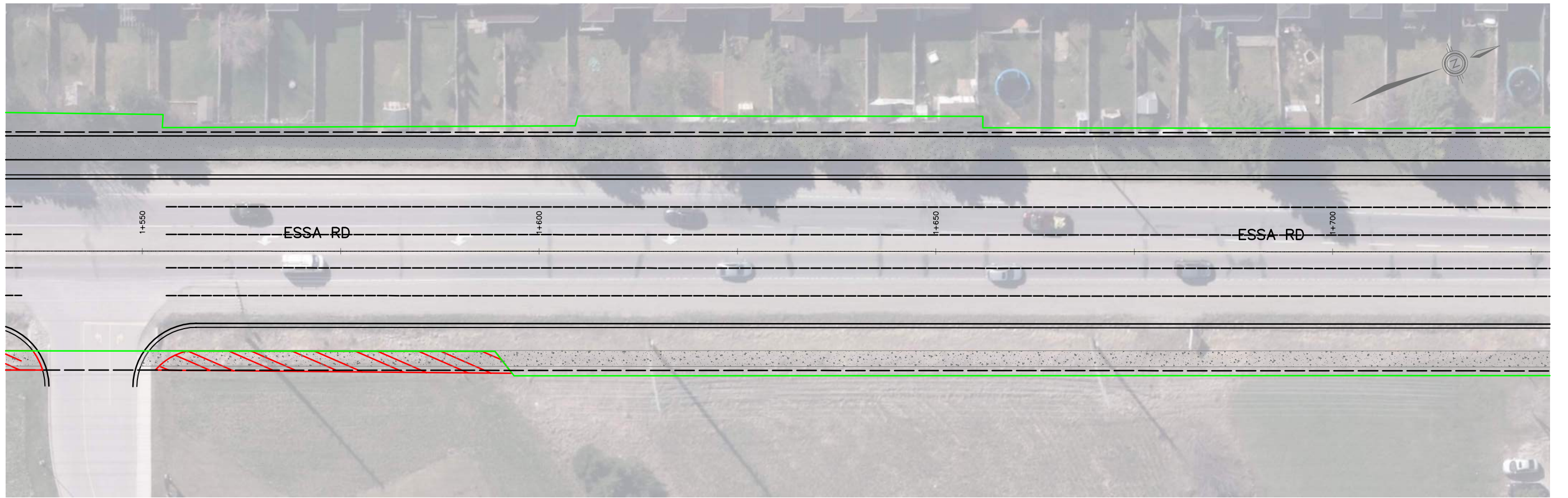
NO.	REVISIONS	DATE	APPROVED
A	PREFERRED ALTERNATIVE	-	-

CITY OF BARRIE
APPROVED
DATE

TRANSPORTATION IMPROVEMENTS FOR
BRYNE DRIVE, HARVIE ROAD & ESSA ROAD
STATION 1+360 TO 1+540
ESSA ROAD
PLAN AND PROFILE

The City of
BARRIE
ENGINEERING DEPARTMENT

SCALE HOR. 1:250	VERT. 1:50	CONTRACT NO. _
DESIGN ###	DRAWN P.C.C.	SHEET NO. P003
REVIEWED ###	DATE 2017-08-28	



DATE PLOTTED: 10/26/2016 2:51:11 PM
FILE LOCATION: C:\pwworking\hatch\861962\0231600\Essa Road Profile 30m ROW (With Crest and Slope)_recover1.dwg



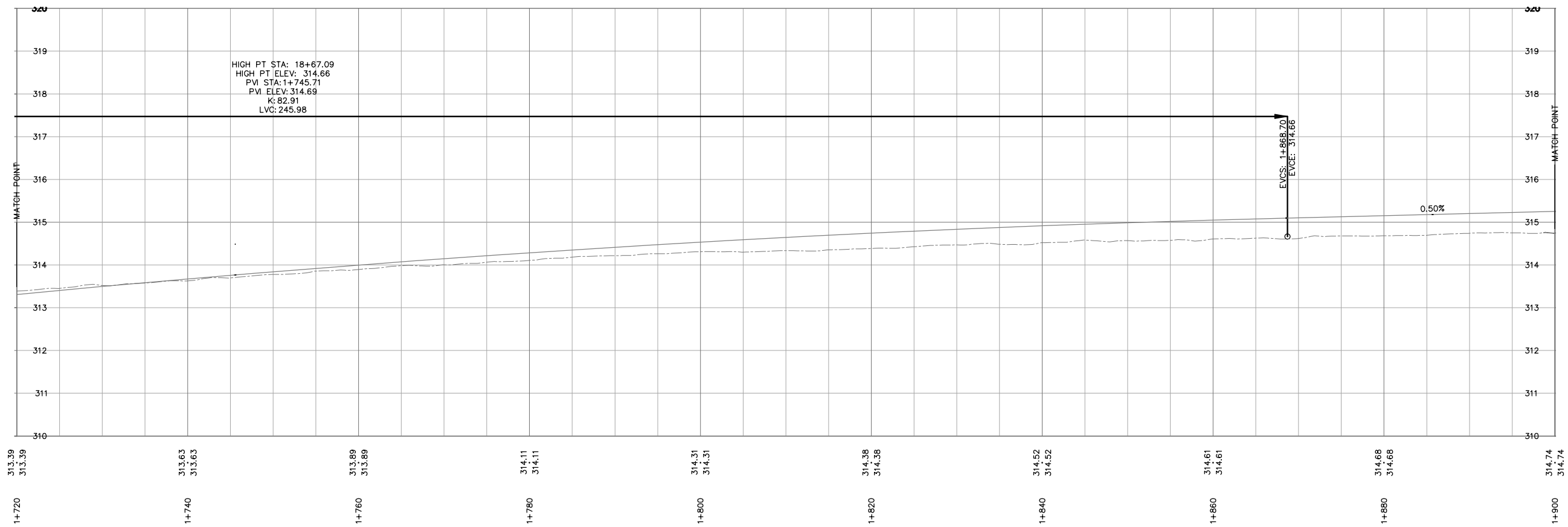
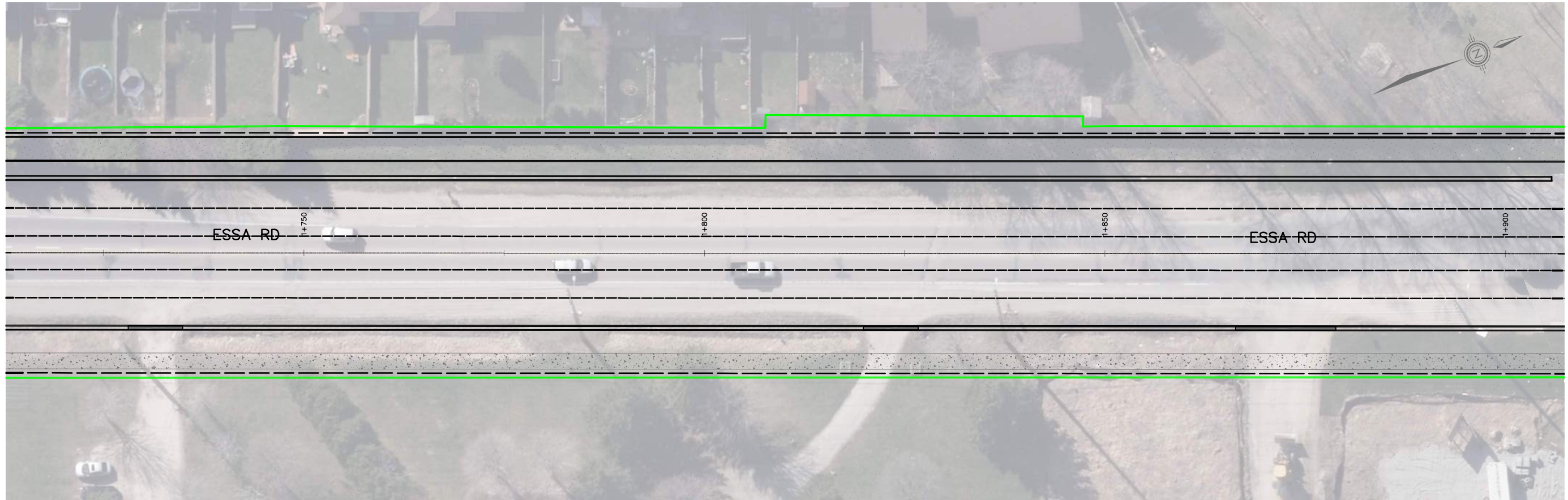
NO.	REVISIONS	DATE	APPROVED
A	PREFERRED ALTERNATIVE	-	-

CITY OF BARRIE
APPROVED
DATE

TRANSPORTATION IMPROVEMENTS FOR
BRYNE DRIVE, HARVIE ROAD & ESSA ROAD
STATION 1+540 TO 1+720
ESSA ROAD
PLAN AND PROFILE

The City of
BARRIE
ENGINEERING DEPARTMENT

SCALE HOR.	1:250	VERT.	1:50	CONTRACT NO.	
DESIGN	###	DRAWN	P.G.C.	SHEET NO.	P004
REVIEWED	###	DATE	2017-08-28		



DATE PLOTTED: 10/26/2016 2:51:11 PM
 FILE LOCATION: C:\pwworking\hatch\861962\0231600\Essa Road Profile 30m ROW (With Crest and Sag)_recover1.dwg



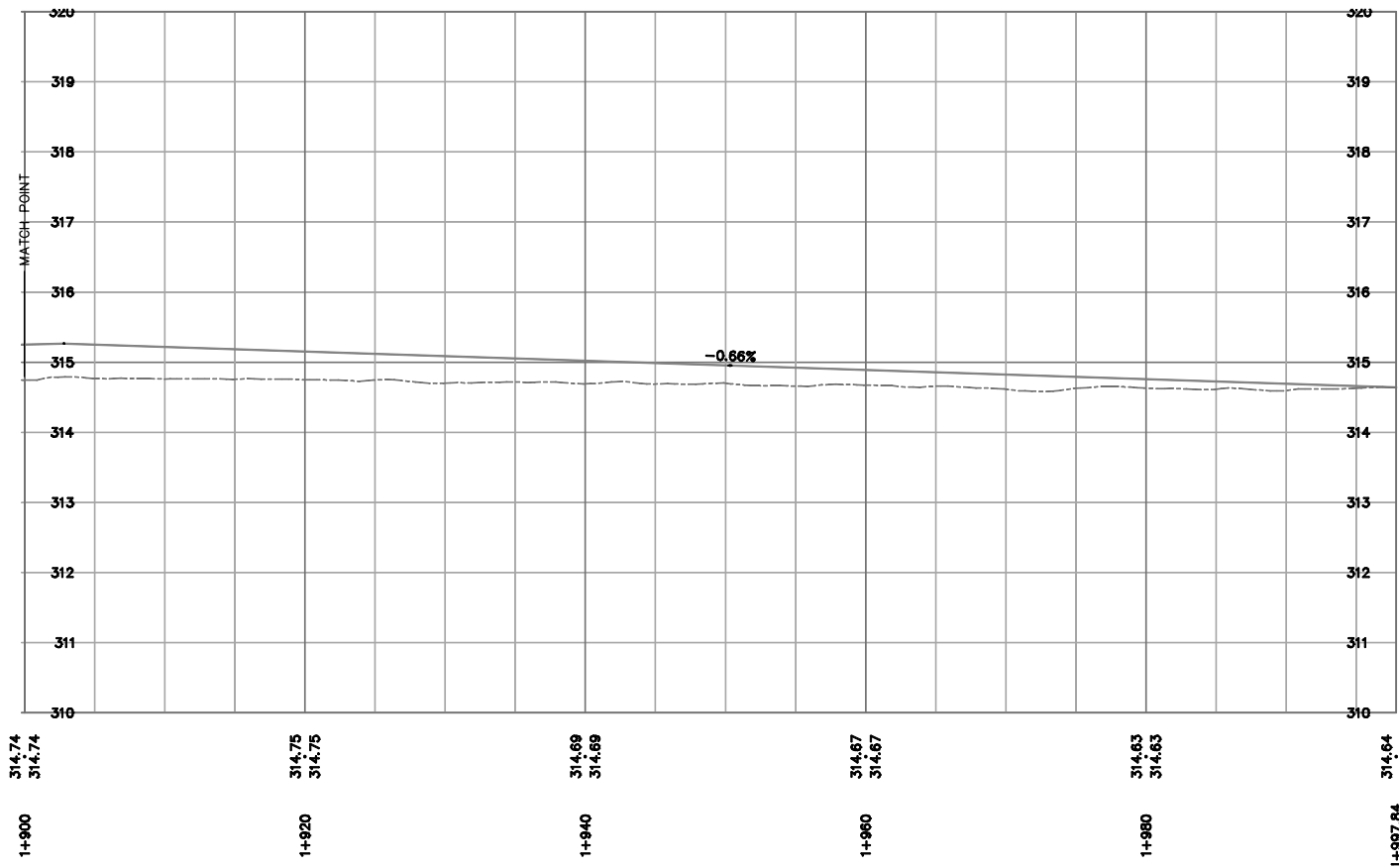
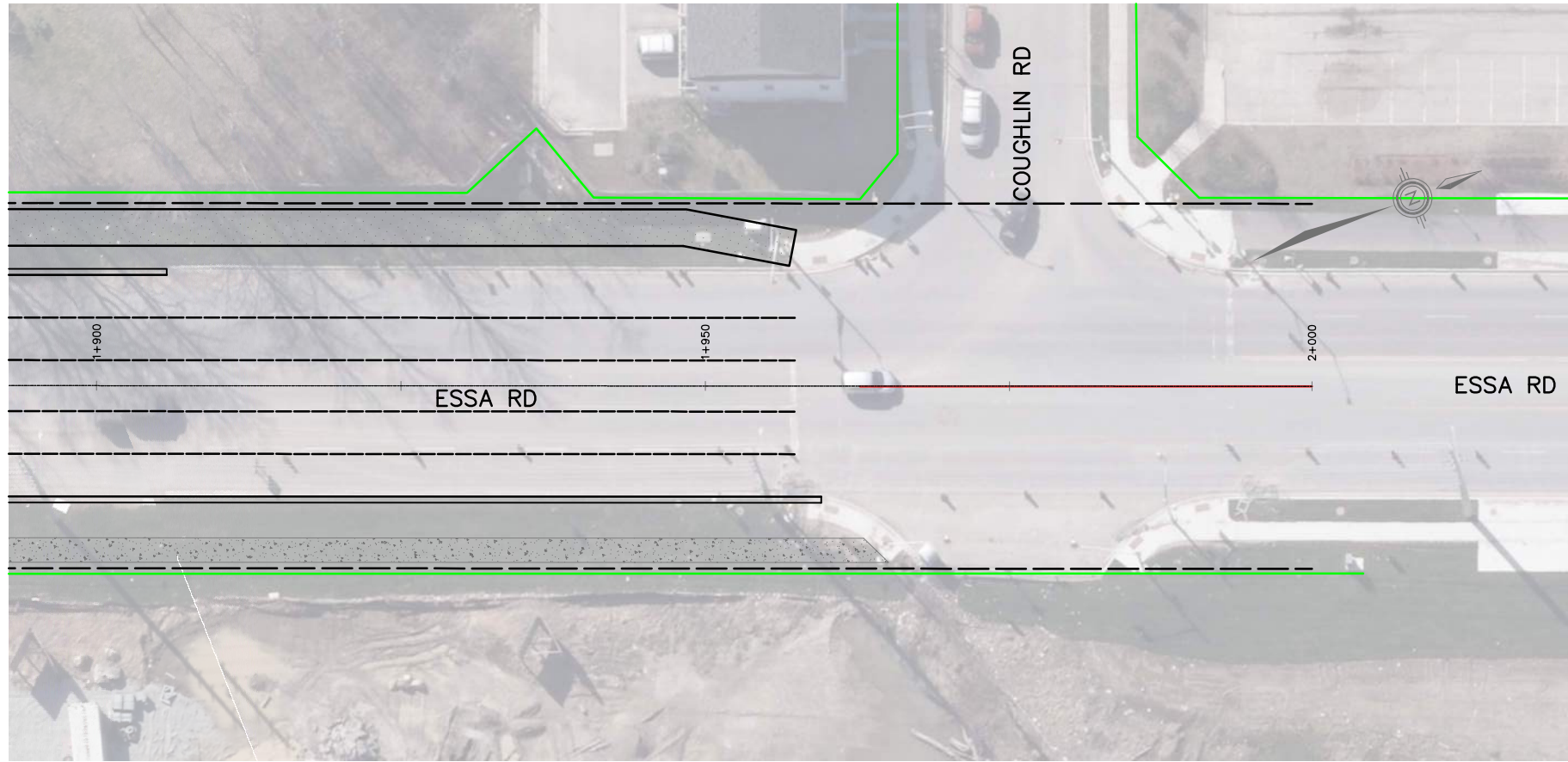
NO.	REVISIONS	DATE	APPROVED
A	PREFERRED ALTERNATIVE	-	-

CITY OF BARRIE
 APPROVED
 DATE

**TRANSPORTATION IMPROVEMENTS FOR
 BRYNE DRIVE, HARVIE ROAD & ESSA ROAD**
 STATION 1+720 TO 1+900
 ESSA ROAD
 PLAN AND PROFILE

The City of
BARRIE
 ENGINEERING DEPARTMENT

SCALE HOR. 1:250	VERT. 1:50	CONTRACT NO. _
DESIGN ###	DRAWN P.C.C.	SHEET NO. P005
REVIEWED ###	DATE 2017-08-28	



DATE PLOTTED: 10/26/2016 2:51:11 PM
FILE LOCATION: C:\pwworking\hatch\861962\0231600\Essa Road Profile 30m ROW (With Crest and Stop)_recover1.dwg

HATCH

NO.	REVISIONS	DATE	APPROVED
A	PREFERRED ALTERNATIVE	-	-

CITY OF BARRIE
APPROVED
DATE

TRANSPORTATION IMPROVEMENTS FOR
BRYNE DRIVE, HARVIE ROAD & ESSA ROAD
STATION 1+900 TO 1+998
ESSA ROAD
PLAN AND PROFILE

The City of
BARRIE
ENGINEERING DEPARTMENT

SCALE HOR. 1:250	VERT. 1:50	CONTRACT NO. _
DESIGN ###	DRAWN P.G.C.	SHEET NO. P006
REVIEWED ###	DATE 2017-08-28	

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

EXISTING CONDITIONS

**BRYNE DRIVE TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**FORMER TOWNSHIP OF INNISFIL, SIMCOE COUNTY
CITY OF BARRIE, ONTARIO**

Prepared for:

Hatch Corporation
2800 Speakman Drive
Mississauga, ON L5K 1B1
T 905-403-4091

ASI File: 16EA-271

April 2017



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

EXISTING CONDITIONS

**BRYNE DRIVE TRANSPORTATION IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**FORMER TOWNSHIP OF INNISFIL, SIMCOE COUNTY
CITY OF BARRIE, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) as part of the Bryne Drive Transportation Improvements Municipal Class Environmental Assessment (EA). The study area is defined as Bryne Drive, from Caplan Avenue to Essa Road. The study is being undertaken to investigate the feasibility of transportation improvements and new municipal infrastructure in the study area.

The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area was originally located within a rural agricultural landscape dating back to the early-nineteenth century, with major roadways surveyed early within the study area. However, a review of available heritage inventories confirmed that no properties located in or adjacent to the study area have been previously identified to be of potential cultural heritage interest. The results of a field review further confirmed that no properties or resources of cultural heritage interest are located within or adjacent to the study area. Given these results, the proposed infrastructure improvements will not impact any built heritage resources or cultural heritage landscapes.

Based on the results of background data collection and field review, the following recommendations were developed for the Bryne Drive Municipal Class Environmental Assessment:

1. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Annie Veilleux, MA <i>Cultural Heritage Specialist Manager, Cultural Heritage Division</i>
<i>Cultural Heritage Assistants:</i>	Johanna Kelly, MSc. <i>Cultural Heritage Assistant</i>
	John Sleath, MA <i>Cultural Heritage Assistant</i>
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Staff Archaeologist Assistant Manager, Environmental Assessment Division</i>
<i>Project Administrator:</i>	Carol Bella, Hon. BA <i>Research Archaeologist and Administrative Assistant</i>
<i>Report Preparation:</i>	Johanna Kelly
<i>Graphics Preparation:</i>	Jonas Fernandes, MSc <i>Geomatics Specialist</i>
	Blake Williams, MLitt. <i>Geomatics Specialist</i>
	Johanna Kelly
<i>Report Reviewer:</i>	Annie Veilleux



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL	ii
TABLE OF CONTENTS	iii
1.0 INTRODUCTION	1
2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT	2
2.1 Legislation and Policy Context	2
2.2 City of Barrie Municipal Heritage Policies	6
2.3 Data Collection	7
3.0 HISTORICAL BACKGROUND	10
3.1 Introduction.....	10
3.2 Township Survey and Settlement	10
3.2.1 Township of Innisfil.....	10
3.2.2 City of Barrie	11
3.3 Review of Historical Mapping.....	12
4.0 EXISTING CONDITIONS	15
4.1 Bryne Drive Study Area– Geography and Physiography.....	16
4.2 Bryne Drive Study Area – Existing Conditions	17
4.3 Bryne Drive Study Area– Identified Cultural Heritage Resources.....	20
4.4 Screening for Impacts	20
5.0 CONCLUSIONS AND FURTHER WORK.....	20
6.0 RECOMMENDATIONS.....	20
7.0 REFERENCES	21
8.0 STUDY AREA MAPPING	24

LIST OF FIGURES

Figure 1: Location of the study area	1
Figure 2: The study area overlaid on the 1881 map of the County of Simcoe	12
Figure 3: The study area overlaid on the 1928 topographic map of the study area	13
Figure 4: The study area overlaid on the 1954 aerial photograph of the study area	14
Figure 5: The study area overlaid on the 1968 topographic map of the study area	14
Figure 6: The study area overlaid on the 1986 NTS map of the study area.....	15
Figure 7: Study Area and Plate Locations	24
Figure 8: Study Area and Plate Locations.....	25

LIST OF PLATES

Plate 1: Northern limit of the study area, view east across the intersection of Essa Road and Bryne Drive.	17
Plate 2: View south from northern limit of the study area along Bryne Drive.	17
Plate 3: Commercial properties on Bryne Drive, looking north.....	18
Plate 4: Commercial properties on Bryne Drive looking north from the south end of Bryne Drive.....	18
Plate 5: View across the intersection of the study area with Harvie Road, looking west.....	18
Plate 6: Satellite dishes located on the north side of Harvie Road within the study area.....	18
Plate 7: Mature treelines that indicate the border of now vacant homestead lot adjacent to the study area to the east on the north side of Harvie Road.....	18
Plate 8: View south of undeveloped grasslands where the study area crosses Harvie Road and continues south.....	18
Plate 9: View north towards the point where the study area crosses Bryne Drive, south of Harvie Road.	19
Plate 10: View east along Bryne Drive, towards its dead end.....	19
Plate 11: View south from the northern terminal end Bryne Drive (the spur extending off the southern end of the study area).	19



Plate 12: View north from the southern limit of the study area, large commercial complexes are visible on both sides of Bryne Drive. 19
Plate 13: View of the southern limit of the study area, looking east. 19



1.0 INTRODUCTION

ASI was contracted by Hatch Corporation to conduct a Cultural Heritage Resource Assessment (CHRA) as part of the Bryne Drive Transportation Improvements Municipal Class Environmental Assessment (EA). The study area is defined as Bryne Drive, from Caplan Avenue to Essa Road (Figure 1). The study is being undertaken to investigate the feasibility of transportation improvements and new municipal infrastructure in the study area.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources, identify existing conditions of the Bryne Drive study area, identify impacts to cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the senior project management of Annie Veilleux, ASI.

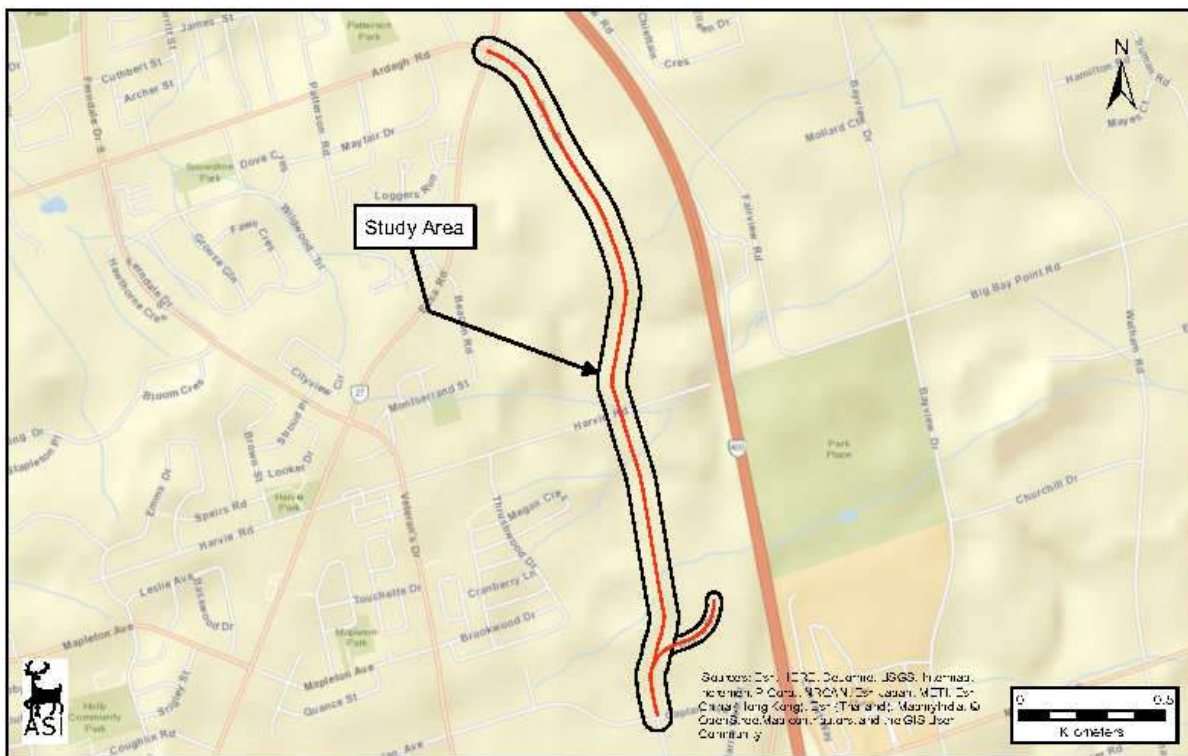


Figure 1: Location of the study area

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

2.1 Legislation and Policy Context

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

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

Part 4.7 of the *PPS* states that:



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

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

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

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

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

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

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

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

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

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

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



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

2.2 City of Barrie Municipal Heritage Policies

The City of Barrie's *Official Plan* (June 2014 Consolidation, Section 3.4, 'Cultural Heritage Conservation') has set out a number of policies with regard to cultural heritage resources. Policies that are relevant to this study are included below.

3.4.1 GOALS

- (a) To encourage the conservation of the City's cultural heritage resources including, but not limited to, buildings, structures, areas, districts, open spaces, and landscapes, artefacts of historical and/or architectural significance and to co-ordinate these conservation efforts with development and redevelopment initiatives.
- (b) To promote an understanding of, and appreciation for, the original settlement of the area and the historic development of the City.
- (c) To encourage and foster public awareness of, and participation in, the conservation, restoration and utilization of cultural heritage resources.
- (d) To control the demolition, destruction, and inappropriate alteration or use of cultural heritage resources.
- (e) To implement the vision and recommendations put forth in the City's Cultural Master Plan.

3.4.2.1 GENERAL POLICIES

- (a) Development permitted by the land use policies and designations of this Plan should have regard for cultural heritage resources and shall, wherever feasible, incorporate these resources into any development plans.
- (b) All new development in older established areas of historic, architectural or landscape value, shall be encouraged to be in keeping with the overall character of these areas.
- (c) Development and site alteration on lands adjacent to protected heritage properties and those included in the inventory referred to in Section 3.4.2.2 (c) of this Plan may be permitted where the proposed development and site alteration has been evaluated and it has been demonstrated that the cultural heritage attributes of the protected heritage property will be conserved.
- (d) Proposed development and site alteration permitted in accordance with subsection (c) above shall be encouraged to be in keeping with the immediate physical context and streetscape by being generally of the same height, width, massing and orientation as adjacent buildings, being of similar setback, of like or compatible materials, and using similarly proportioned windows, doors and roof shapes in order to maintain a sense of visual continuity and compatible building design.
- (e) The City shall encourage measures which enhance public appreciation of interesting buildings, structures, streetscapes, open spaces or landscapes of historic, architectural, archaeological or scenic value.
- (f) The City may restore, rehabilitate, enhance and maintain heritage resources owned by the municipality in fulfilment of the cultural heritage goals and policies of this Plan.



- (h) The City may require as a condition of approval of development including a consent, minor variance, subdivision or site plan, the issuance of a building permit, change of use or partial demolition of a heritage building or structure, that the proponent enter into agreements to preserve and/or permit to be designated pursuant to the Ontario Heritage Act, the building or structure through other legal instruments as may be noted in this Plan.
- (i) In areas considered for intensification, the City shall encourage the conservation or preservation of any cultural heritage resource which may be affected by such intensification with the use of conservation plans and heritage-related urban design guidelines.(Mod D (aa))
- (j) The City may:
 - i. consider amendments to the Zoning By-law that will enable the conservation of a heritage resource.
 - ii. designate properties to be of cultural or heritage value or interest under the Ontario Heritage Act or its successor.
- (k) The City will give particular consideration to all development proposals at strategic locations throughout the City Centre.
- (l) The City may require heritage impact assessments for built heritage and cultural heritage landscape resources which may be impacted by development.
- (m) The City may inventory cultural heritage resources in the municipality through the designation by by-law and/or listing of individual heritage properties, conservation districts and landscapes, and archaeological sites on a municipal register, which can be considered when making planning decisions.
- (o) The City shall ensure conservation of known significant cultural heritage resources prior to any undertaking of municipal public works and municipally owned properties, such as roads and infrastructure projects carried under the Municipal Class Environmental Assessment (EA) process. The City may require heritage impact assessments and satisfactory measures to mitigate any negative impacts affecting identified significant heritage resources.(Mod D (bb))

3.4.2.2 HERITAGE DESIGNATIONS

- (a) The Ontario Heritage Act or any successor legislation will be utilized to conserve, protect and enhance the heritage resources of the City of Barrie which may include the designation of individual properties and/or the designation of a group or groups of properties as Heritage Conservation Districts.
- (e) The City may utilize any government programs available to assist in the implementation of heritage conservation policies and may pass by-laws providing for the making of a grant or loan to the owner of a property designated under the Ontario Heritage Act for the purpose of paying for the whole or any part of the cost of alteration of such designated property on such terms and conditions as the City may prescribe.

2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of



cultural heritage resources in a particular geographic area.

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

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

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

Design/Physical Value:

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

Historical/Associative Value:

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

Contextual Value:

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

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

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

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows.
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection and field review are contained in Section 4.0, while Sections 5.0 and 6.0 contain conclusions and recommendations with respect to potential impacts of the undertaking on identified cultural heritage resources.

3.0 HISTORICAL BACKGROUND

3.1 Introduction

This section provides a brief summary of historical research and a description of identified above ground cultural heritage resources that may be affected by the proposed undertaking. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Euro-Canadian settlement and land use. Historically, the study area is located in the former Township of Innisfil, County of Simcoe in part of Lot 7, Concessions 12 and 13.

3.2 Township Survey and Settlement

Historically, the study area is located in the former Township of Innisfil, County of Simcoe in part of Lot 7, Concessions 12 and 13. The County of Simcoe was formed in 1798 as part of the “Home District”. The boundaries of the county were refined in 1821. Almost 20 years later, in 1843, the area was declared a separate district, attaining county status in 1850, with Barrie as the county seat. At this time Simcoe County included portions of Grey and Dufferin Counties, and Muskoka and Parry Sound Districts. In 1881 the borders of Simcoe County were again redefined and the present townships of Tiny, Tay, Matchedash, Flos, Medonte, Orillia, Nottawasaga, Sunnidale, Vespra, Oro, Tosorontio, Essa, Innisfil, Adjala, Tecumseth, and West Gwillimbury were contained within. As of the late twentieth century, Simcoe County had two cities, seven towns, and eight villages (Mika and Mika 1983: 394-398).

3.2.1 Township of Innisfil

The Township of Innisfil was surveyed in 1820 and the first settlement began that year. The township was named after the poetical name for Ireland, Innisfail, by its early settlers. Growth was slow during the first ten years of the township and the first sawmill was not erected until the 1830s and in 1835 a grist mill was constructed. Early settlement focused around Kempenfeldt Bay and the southwestern area of the township was not settled until after 1840. By 1843, the first school was constructed and the following year the Innisfil Methodist Congregation built the first church. The first census of the township recorded a population of only 762 inhabitants, by 1850, the township had a population of 1,807.

Following the connection of the Northern Railway in 1853, the township became an important shipping hub for the lumber industry of central Ontario (Mika and Mika 1981: 347-349). With the arrival of the railway a number of communities developed and prospered. Allandale, Lefroy, and Craigvale all boasted stations. On the western border of the township, Thorton was a stop for the Hamilton and Northwestern Railway. The community of St. Paul’s was established at the corner of Penetanguishene Road (Yonge Street) and Mapleview Drive, and was centered around St. Paul’s Anglican Church (established 1851) and a schoolhouse as depicted on the 1879 Illustrated Historical Atlas (Miles and Co. 1879). The small



community consisted of a cluster of houses, and would have been along the main path of anyone travelling between Toronto and Georgian Bay along Penetanguishene Road. Other early post office communities included Bramley, Cherry Creek, Fennell, Holly, Innisfil, Killyleagh, Beaumont, Painswick, and Stroud. Today, Innisfil attracts large numbers of tourists and cottagers in the summertime who travel from Toronto via Highway 400 and Highway 11, the northern extension of Yonge Street. This extension travels the length of the township and was built in the late seventeenth century by Colonel John Graves Simcoe from York (Toronto) to Lake Simcoe (Mika and Mika 1981: 347-349).

Village of Holly

The village of Holly is located in the once densely forested area known as the “Seven Mile Bush” between Allandale and Ninth Line. It was a small settlement with a Methodist church, a store and a blacksmith shop. Early settlers included Campell, Brown (the postmaster and merchant), Srigley, Leslie, Miller, Palling and Little, who named the village after a place in his homeland of England. The small frame Methodist church was built in 1859 on the south half of Lot 3 Concession 12 and held services for over forty years. The first school was built in 1860 at the foot of what was called Little’s Hill, and included students from Allandale. By 1884, the village was growing along the 14th Concession when a sawmill and a tramway to Allandale were built. By 1900 Holly had a population of 200 inhabitants (Innisfil Township Council 1951:163–164).

3.2.2 City of Barrie

The City of Barrie is located at the head of Kempenfelt Bay on Lake Simcoe and at the junction of a number of major transportation routes. Kempenfelt, east of the bay and now part of the City of Barrie, was an important site during the War of 1812 as it was the starting point of Nine Mile Portage. First established by First Nations prior to the arrival of Europeans, the portage became a strategic military transportation route between Lake Simcoe and Lake Huron. A storehouse was built at this location which also served as a stopping site for traders and settlers.

The town of Barrie was named after Commodore Barrie, commander of British warships at Kingston in the early nineteenth century. The town site was surveyed into town lots in the early 1830s and the first settler to permanently locate in Barrie was a Scottish farmer named Alexander Walker. Other early settlers include David Edgar, Captain Oliver, and John McWatt. The 1830s also saw the establishment of taverns, a general store, a post office, a school house, and a number of churches.

The Toronto, Simcoe and Lake Huron Union Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe and Huron Union Rail Road Company. Under this new name, a railway was built connecting Toronto to Newmarket. Opened in 1853, the new line was known as the Ontario, Simcoe and Huron Railway (Andreae 1997). In the 1850s, the Ontario, Simcoe and Huron Railway was constructed through Allandale, which was united with Barrie in 1897. Barrie was incorporated as a town in the early 1850s and as a city more than a century later in 1959 (Mika and Mika 1977: 136-139).



3.3 Review of Historical Mapping

The 1871 *Map of the County of Simcoe* (Tremaine 1871)¹ and the 1881 *Illustrated Historical Atlas of the County of Simcoe* (Belden 1881) were examined to determine the presence of historic features within the study area during the nineteenth century (Figures 2). The study area is located in the Former Township of Innisfil, County of Simcoe in part of Lot 7, Concessions 12 and 13.

It should be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

A review of nineteenth-century mapping (Figure 2) reveals that Essa Road and Harvie Road are historically surveyed roadways, as they both appear on 1859 historic mapping. These roads are established and illustrated on the 1881 map as well. The 1881 mapping shows two forks of an unnamed creek crossing the study area at Harvie Road and to the south as well. No other features are illustrated within the study area. Byrne Road does not appear on nineteenth-century mapping.



Figure 2: The study area overlaid on the 1881 map of the County of Simcoe
Source: Belden 1881

Twentieth-century mapping (Figures 3-6) provides a more detailed illustration of dwellings, roads, settlements, and other features such as bridges, trails, and public buildings such as schools.

¹ The 1871 Tremaine's *Map of the County of Simcoe* was unavailable for map production.

The 1928 mapping shows the study area crossing Essa Road and Harvie Road and three structures are illustrated within or adjacent to the study area (Figure 3). Essa Road is illustrated as a second class metallised road. One structure is located at the southwest corner of the intersection of the study area and Essa Road, two structures are illustrated on the north and south sides of Harvie Road where the study area crosses, and a bridge is illustrated carrying Harvie Road over an unnamed creek within the study area. Hydro lines are illustrated on the north side of Harvie Road, within the study area. The study area is generally depicted in a rural agricultural context.

The 1954 aerial photograph and later topographic maps show the study area underwent few changes in the twentieth century (Figures 4-6). The general setting of the study area remains primarily rural and agricultural. The 1968 mapping shows additional structures at the intersection of the study area with Essa Road, and a hydro corridor is illustrated adjacent to the south end of the study area to the south. The 1989 mapping shows an increase in development along Essa Road outside of the study area, to the north. The north end of the study area crosses a moraine and this is the only feature illustrated within the study area, other than road crossings.



Figure 3: The study area overlaid on the 1928 topographic map of the study area
Source: Department of National Defense 1928



Figure 4: The study area overlaid on the 1954 aerial photograph of the study area
Source: Hunting Survey Corporation Ltd. 1954

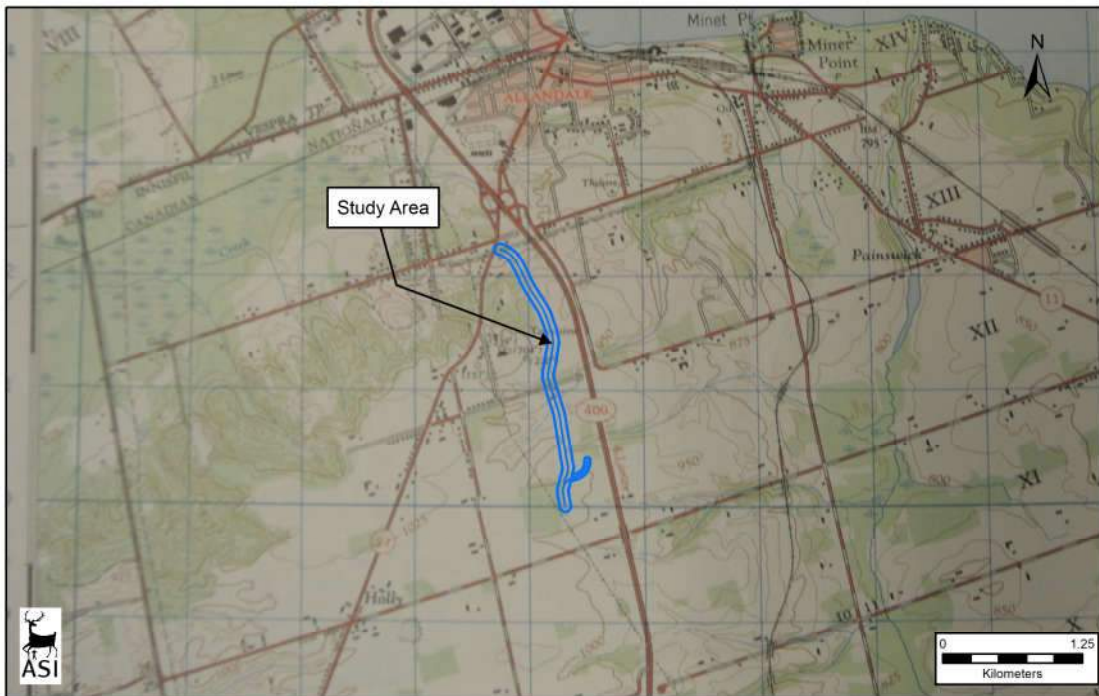


Figure 5: The study area overlaid on the 1968 topographic map of the study area
Source: Department of National Defence 1968

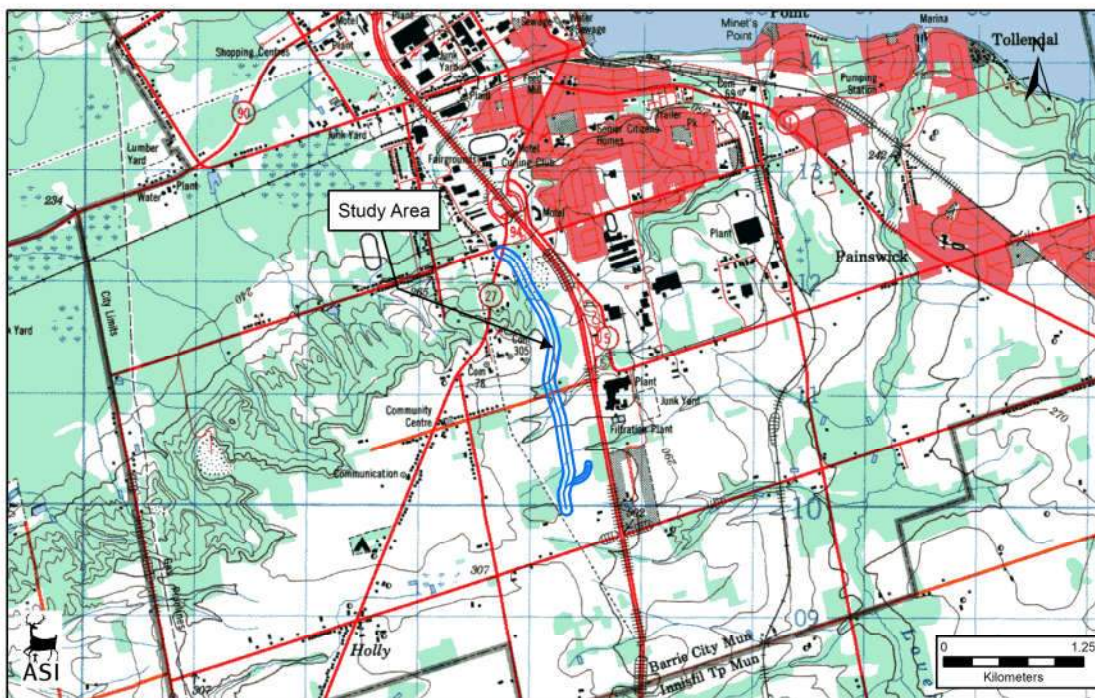


Figure 6: The study area overlaid on the 1986 NTS map of the study area
Source: Department of Energy, Mines and Resources 1986

4.0 EXISTING CONDITIONS

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

- The City of Barrie's *Inventory of Heritage Properties* and list of Heritage Conservation Districts (2013);
- The City of Barrie Planning Department was contacted directly to determine any known heritage resources within or adjacent to the study area²
- *Ontario's Historical Plaques* website;
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*, an online, searchable database of Ontario Heritage Plaques;
- The inventory of Ontario Heritage Trust easements;
- Park's Canada's *Canada's Historic Places* website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial and national levels; and

² Email communication 24 March and 4 April 2017 with Kathy Brislin, Senior Policy Planner, a response was received 6 April 2017 confirming that there are no previously identified cultural heritage resources within the study area.

- Park's Canada's *Directory of Federal Heritage Designation*, a searchable on-line database of National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses.

A review of available federal, provincial and municipal heritage registers and inventories revealed that there are no cultural heritage resources previously identified by the City of Barrie, within and/or adjacent to the study area.

A field review was undertaken by John Sleath of ASI on 10 April 2017, to document the existing conditions of the study area. The field review was preceded by a review of available, current and historical, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below. Plate locations and directions are mapped in Section 8.

4.1 Bryne Drive Study Area– Geography and Physiography

The study area is situated within the Peterborough Drumlin Field physiographic region of southern Ontario, extending from Simcoe County east to Hastings County. This region is generally characterized by rolling till plains overlying limestone bedrock, and numerous drumlins, and eskers (Chapman and Putnam 1984:169-172). The region is approximately 4,532 km² and contains over 3000 drumlins in addition to many other drumlinoid hills and surface flutings (Chapman and Putnam 1984:169). The drumlins are composed of highly calcareous till but there are local differences in composition. In a more recent study (MacDonald 2002) this area has been classified as the eastern lobe of the Innisfil Uplands, which comprises a gently to moderately rolling till plain extending from Kempenfelt Bay in the north to the Holland River in the south, and westward from Cook's Bay to the Nottawasaga River. The till plains of the regions were formed during the retreat of the Lake Ontario ice lobe of the Laurentide glacier and they indicate directionality of glacial advance and retreat. Till is produced from the advance of continental glacial ice. Soil and rock is carried forward by the ice, mixed and milled, producing a heterogeneous soil which is characteristic of glaciations (Chapman and Putnam 1984:10, 16). Newmarket and Kettleby Till are the primary surface deposits with secondary deposits of outwash sand and glaciolacustrine silt and clay.

The study area is located near Kempenfelt Bay in Lake Simcoe. Lake Simcoe was known to the Huron-Wendat as Ouentironk, or “beautiful water” (LSRCA 2016). Late seventeenth and early eighteenth century French sources refer to Lake Simcoe as Lac Taronto. The etymology of ‘Taronto’ is debated however it is thought to be derived from the Mohawk word tkaronto which means “where there are trees standing in the water” and may refer to the fish weir at the Narrows between Lake Simcoe and Lake Couchiching (Natural Resources Canada 2007). Lake Simcoe was one of the terminals of the Toronto Carrying Place trail along the Humber River which was a vital route during the fur trade (Williamson 2008:50–52). This passage connected to Lake Ontario at the mouth of the Humber River. Lake Simcoe drains an area of 340,000 ha, subsequently draining into Lake Huron. Lake Simcoe supports a diverse aquatic ecosystem, home to over 50 different species of fish (LSRCA 2016).

The study area is within the Barrie Creeks subwatershed, which is roughly 37.5 km², with 93% being located within the City of Barrie itself. Approximately 75% of the area in the subwatershed is developed, with small levels of natural heritage features and agriculture (LSRCA 2014).



4.2 Bryne Drive Study Area – Existing Conditions

The study area encompasses an area approximately 2.5 km between Essa Road and Caplan Avenue, extending approximately 50 m to each side of the right-of-way, in the City of Barrie (Plates 1-12). The study area can be generally described as industrial and commercial at the north and south ends and undeveloped mixed grass lands and woodlots in between.

The northern limit of the study area begins approximately 50 m north of the intersection of Bryne Drive and Essa Road and follows the alignment of Bryne Drive until the road ends. Bryne Drive consists of four lanes of asphalt-paved, undivided traffic, with two lanes in each direction, bordered generally by a paved pedestrian sidewalk on both sides. The properties located on Bryne Drive consist exclusively of box stores, a gas station, and a hotel.

Between the south end of Bryne Drive and Harvie Road the study area encompasses woodlot and undeveloped mixed grass lands. Within the study area, on the north side of Harvie Road is a group of TV satellites within the trees. Adjacent to the east is a remnant residential landscape, which can be identified on the north side of Harvie Road, east of the satellite dishes, by the mature treelines that form a boundary around a lot which has since had its structures removed.

South of Harvie Road the study area continues through undeveloped mixed grass lands before joining with Bryne Drive. This southern portion of the study area encompasses Bryne Drive from its dead end to Caplan Drive and consists exclusively of big box stores and associated parking lots. The southern limit of the study area is located approximately 50 m south of the intersection of Bryne Drive and Caplan Avenue, as well as a spur that terminates approximately 25 m north of the terminal end of Bryne Drive.



Plate 1: Northern limit of the study area, view east across the intersection of Essa Road and Bryne Drive.



Plate 2: View south from northern limit of the study area along Bryne Drive.



Plate 3: Commercial properties on Bryne Drive, looking north.



Plate 4: Commercial properties on Bryne Drive looking north from the south end of Bryne Drive.



Plate 5: View across the intersection of the study area with Harvie Road, looking west.



Plate 6: Satellite dishes located on the north side of Harvie Road within the study area.



Plate 7: Mature treelines that indicate the border of now vacant homestead lot adjacent to the study area to the east on the north side of Harvie Road.



Plate 8: View south of undeveloped grasslands where the study area crosses Harvie Road and continues south.



Plate 9: View north towards the point where the study area crosses Bryne Drive, south of Harvie Road.



Plate 10: View east along Bryne Drive, towards its dead end.



Plate 11: View south from the northern terminal end Bryne Drive (the spur extending off the southern end of the study area).



Plate 12: View north from the southern limit of the study area, large commercial complexes are visible on both sides of Bryne Drive.



Plate 13: View of the southern limit of the study area, looking east.

4.3 Bryne Drive Study Area– Identified Cultural Heritage Resources

Based on the results of the background research and field review, no cultural heritage resources (CHR) were identified within and/or adjacent to the Bryne Drive study area.

4.4 Screening for Impacts

The proposed undertaking within the Bryne Drive study area will have no impact on any cultural heritage resources.

5.0 CONCLUSIONS

The results of background historical research and a review of secondary source material, including historical mapping, revealed that the study area was originally located within a rural agricultural landscape dating back to the early-nineteenth century, with major roadways surveyed early within the study area. The area has been subject to commercial development in the late twentieth century. Communication with the City of Barrie’s Heritage Planner and a review of federal registers and municipal and provincial inventories revealed that there are no previously identified features of cultural heritage value within the Bryne Drive study area. Based on the results of the background research, data collection, and field review, no additional cultural heritage resources were noted. The following provides a summary of the assessment results.

Key Findings

- There are no previously identified, listed and/or designated cultural heritage resources within or adjacent to the study area.
- The field review confirmed that there are no cultural heritage resources within or adjacent to the study area.

6.0 RECOMMENDATIONS

The background research, data collection, and field review conducted for the study area determined that no cultural heritage resources are located within or adjacent to the Bryne Drive study area. Based on the results of the assessment, the following recommendations have been developed:

1. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.



7.0 REFERENCES

- Andreae, C.
1997 *Lines of Country: An Atlas of Railway and Waterway History in Canada*. Ontario: The Boston Mills Press.
- Barrie, City of
2014a *City of Barrie Official Plan* [online] Accessed 10 March 2017 at <http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Documents/Official-Plan-text.pdf>
n.d. *Municipal Heritage Register* [Online] Accessed 16 March 2017, at <http://www.barrie.ca/Doing%20Business/PlanningandDevelopment/Pages/Heritage.aspx>.
- Belden, H.
1881 *Simcoe Supplement in Illustrated Atlas of the Dominion of Canada*. Toronto: H. Belden.
- Chapman, L.J. and D.F. Putman
1984 *The Physiography of Southern Ontario*. Second Edition. Toronto: University of Toronto Press.
- Department of Energy, Mines, and Resources
1986 *Barrie Sheet 31 D/05*
- Department of National Defence
1928 *Barrie Sheet No. 105*
1968 *Barrie Sheet 31 D/5*
- Hunting Survey Corporation Limited
1954 Digital Aerial Photographs, Southern Ontario, Photo #443.793
- Innisfil Township Council
1951 *Historical Review, June 23-24, 1951: a record of 100 years of progress: Innisfil Township Centennial, 1850-1950*. The Barrie Examiner Ltd., Barrie.
- Lake Simcoe Region Conservation Authority (LSRCA)
2014 Subwatershed Information: Barrie Creeks. Accessed 12 April 2017 at: <http://www.ourlakesimcoe.com/helping-lake-simcoe/stewardship-network/subwatershed.html>.
2016 *Our Watershed*. [online]. Accessed 12 April 2017 at: <http://www.lsrca.on.ca/our-watershed>.
- MacDonald, Robert I.
2002 *Late Woodland Settlement Trends in South-Central Ontario: A Study of Ecological Relationships and Culture Change*. Unpublished PhD Dissertation, Department of Anthropology, McGill University, Montreal.



Mika, N. and H. Mika

- 1977 *Places in Ontario: Their Name Origins and History*. Part I A-E. Belleville: Mika Publishing Company, Belleville, Ontario.
1981 *Places in Ontario: Their Name Origins and History*. Part II F-M. Belleville: Mika Publishing Company, Belleville, Ontario.
1983 *Places in Ontario: Their Name Origins and History*. Part III N-Z. Belleville: Mika Publishing Company, Belleville, Ontario.

Miles & Co.

- 1879 *Illustrated Historical Atlas of the County of York, and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe, Ont.* Toronto: Miles & Co.

Ministry of Culture, Ontario

- 1981 *Guidelines on the Man-Made Heritage Component of Environmental Assessments*
1992 *Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments*
2005 *Ontario Heritage Act*

Ministry of Environment, Ontario

- 2006 *Environmental Assessment Act*

Ministry of Municipal Affairs and Housing, Ontario

- 2005 *Ontario Planning Act*
2005 *Provincial Policy Statement*

Ministry of Tourism and Culture, Ontario

- 2005 *Ontario Heritage Act*.
2006 *Ontario Heritage Tool Kit*
2010 *Standards and Guidelines for the Conservation of Provincial Heritage Properties*.
2010 *Check Sheet for Environmental Assessments: Screening for Impacts to Built Heritage Resources and Cultural Heritage Landscapes*

Ministry of Tourism, Culture and Sport

- 2011 *Standards and Guidelines for Consultant Archaeologists*. Cultural Programs Branch, Ontario Ministry of Tourism and Culture, Toronto.

Ministry of Transportation

- 2002 *Environmental Reference for Highway Design*
2006 *Cultural Heritage – Built Heritage and Cultural Heritage Landscapes: Technical Requirements for Environmental Impact Study and Environmental Protection/Mitigation*.
2007 *Environmental Guide for Built Heritage and Cultural Heritage Landscapes*

Natural Resources Canada

- 2007 The real story of how Toronto got its name. Accessed 12 April 2017 at:
<http://web.archive.org/web/20131109063329/http://www.nrcan.gc.ca/earth-sciences/geography-boundary/geographical-name/geoname-origins/5697>.



Tremaine, G

1871 *Tremaine's Map of the County of Simcoe.*

Williamson, R. F.

2008 *Toronto: An Illustrated History of Its First 12,000 Years.* James Lorimer & Co., Toronto.



8.0 STUDY AREA MAPPING



CH field map (Sheet 1)

Path: X:\2016 Projects\EA\16EA-270_271 Bryne Drive\16EA271_workspace.mxd

Figure 7: Study Area and Plate Locations



CH field map (Sheet 2)

Path: X:\2016 Projects\EA\16EA-270_271 Bryne Drive\16EA271_workspace.mxd

Figure 8: Study Area and Plate Locations