

Ontario Ministry of Transportation – West Region

# Cultural Heritage Assessment Report: Built Heritage Resources and Cultural Heritage Landscapes

*Hanlon Expressway/Wellington Road 34 Mid-Block  
Interchange Project / G.W.P. 3059-20-00*

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## Revision History

Rev #	Date	Revised By:	Revision Description
0	March 19, 2021	Liam Smythe	Draft report
1	March 22, 2021	Liam Smythe	Internal review comments
2	March 26, 2021	Tara Jenkins	Internal review comments
3	April 7, 2021	Tara Jenkins	Report finalized

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# Executive Summary

AECOM Canada Limited (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design Review, Detailed Design (to a Design-Build-Ready status) under Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) for improvements to Highways 6 and 401 in the Township of Puslinch, Wellington County, and the City of Hamilton (GWP 3042-14-00). The planned transportation improvements will provide a better connection between the Highways 6 and 401 corridors which will reduce road congestion, collision potential and associated costs and encourage the utilization of Hanlon Expressway (Highway 6 north of Highway 401) which will support municipal planning initiatives.

Beginning in 2017, AECOM drafted a Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes as part of the Highway 6 & 401 Improvements from Hamilton North Limits to Guelph Highway 401 (herein the '2019 Study Area'). The 2019 Study Area assessed the north and south sides of Highway 401, between Wellington Road 35 and Victoria Road South. It also encompassed the east and west sides of Highway 6 and Puslinch Concession Road 7 between Highway 401 and Maltby Road West, as well as a corridor to the west of Highway 6, between Highway 401 and Maddaugh Road.

The first phase of implementing the GWP 3042-14-00 improvements will include the improvements along Highway 6 (Hanlon Expressway north of Highway 401). This first phase, henceforth referred to as the Hanlon Expressway / Wellington Road 34 Mid-Block Interchange project (GWP 3059-20-00) (Mid-Block Study Area). This first phase, the Hanlon Expressway / Wellington Road 34 Mid-Block Interchange project, is the subject of this report.

This purpose of this Cultural Heritage Assessment Report (CHAR) is to identify potential or previously identified built heritage resources and cultural heritage landscapes (BH/CHLs) within the Mid-Block Study Area. The background data collection, including a review of the draft Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes as part of the Highway 6 & 401 Improvements from Hamilton North Limits to Guelph (AECOM 2019), a historical mapping review, and field reviews for the project, determined that no BH/CHLs are located within or directly adjacent to the Mid-Block Study Area. Therefore, there will be no adverse impacts on BH/CHLs that will result from the proposed undertaking. Based on the results of this CHAR, the following recommendation has been developed:

- Should future work require an expansion of the Mid-Block Study Area then a Qualified Heritage Consultant should be contacted in order to confirm the impacts of the proposed work on potential BH/CHLs.

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# 1. Purpose

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## 1.1 Introduction

AECOM Canada Limited (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design Review, Detailed Design (to a Design-Build-Ready status) under Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) for improvements to Highways 6 and 401 in the Township of Puslinch, Wellington County, and the City of Hamilton (GWP 3042-14-00). The planned transportation improvements will provide a better connection between the Highways 6 and 401 corridors which will reduce road congestion, collision potential and associated costs and encourage the utilization of Hanlon Expressway (Highway 6 north of Highway 401) which will support municipal planning initiatives.

Beginning in 2017, AECOM drafted a Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes as part of the Highway 6 & 401 Improvements from Hamilton North Limits to Guelph Highway 401 (herein the '2019 Study Area'). The 2019 Study Area assessed the north and south sides of Highway 401, between Wellington Road 35 and Victoria Road South. It also encompassed the east and west sides of Highway 6 and Puslinch Concession Road 7 between Highway 401 and Maltby Road West, as well as a corridor to the west of Highway 6, between Highway 401 and Maddaugh Road.

The first phase of implementing the GWP 3042-14-00 improvements will include the improvements along Highway 6 (Hanlon Expressway north of Highway 401). This first phase, henceforth referred to as the Hanlon Expressway / Wellington Road 34 Mid-Block Interchange project (GWP 3059-20-00), includes the following components:

- New Mid-Block Interchange on Highway 6 North midway between Wellington Road 34 and Maltby Road, linking Wellington Road 34 on the west side of Hanlon Expressway to Concession Road 7 on the east side of Highway 6 with County Road 34 Connection Road;
- Removal of two at-grade intersections on Hanlon Expressway at Wellington Road 34 and Maltby Road/Concession Road 4;
- New flyover of Hanlon Expressway at Wellington Road 34;
- New T-intersection at Maltby Road and Concession Road 7;
- New cul-de-sac on Concession Road 4 (west side of Hanlon Expressway);
- Reconstruction and realignment of Concession Road 7 to the east between Maltby Road and Wellington Road 34;
- New left turn lanes at County Road 34 Connection Road and Wellington Road 34, and at Wellington Road 34 and Concession Road 7, resulting in road widenings at these intersections;
- New overhead sign structures associated with the interchange;
- Stormwater Management facilities, including drainage ditches, two infiltration ponds (within the interchange loop ramps) and one stormwater management pond in the southwest quadrant of Wellington Road 34 and Highway 6 North;
- Traffic signals and illumination at five intersections;
- Partial illumination on Hanlon Expressway at off-ramps;
- Various utility relocations to accommodate the improvements.

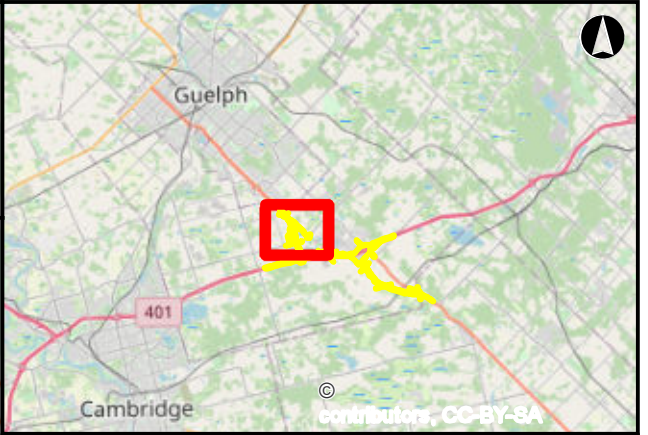
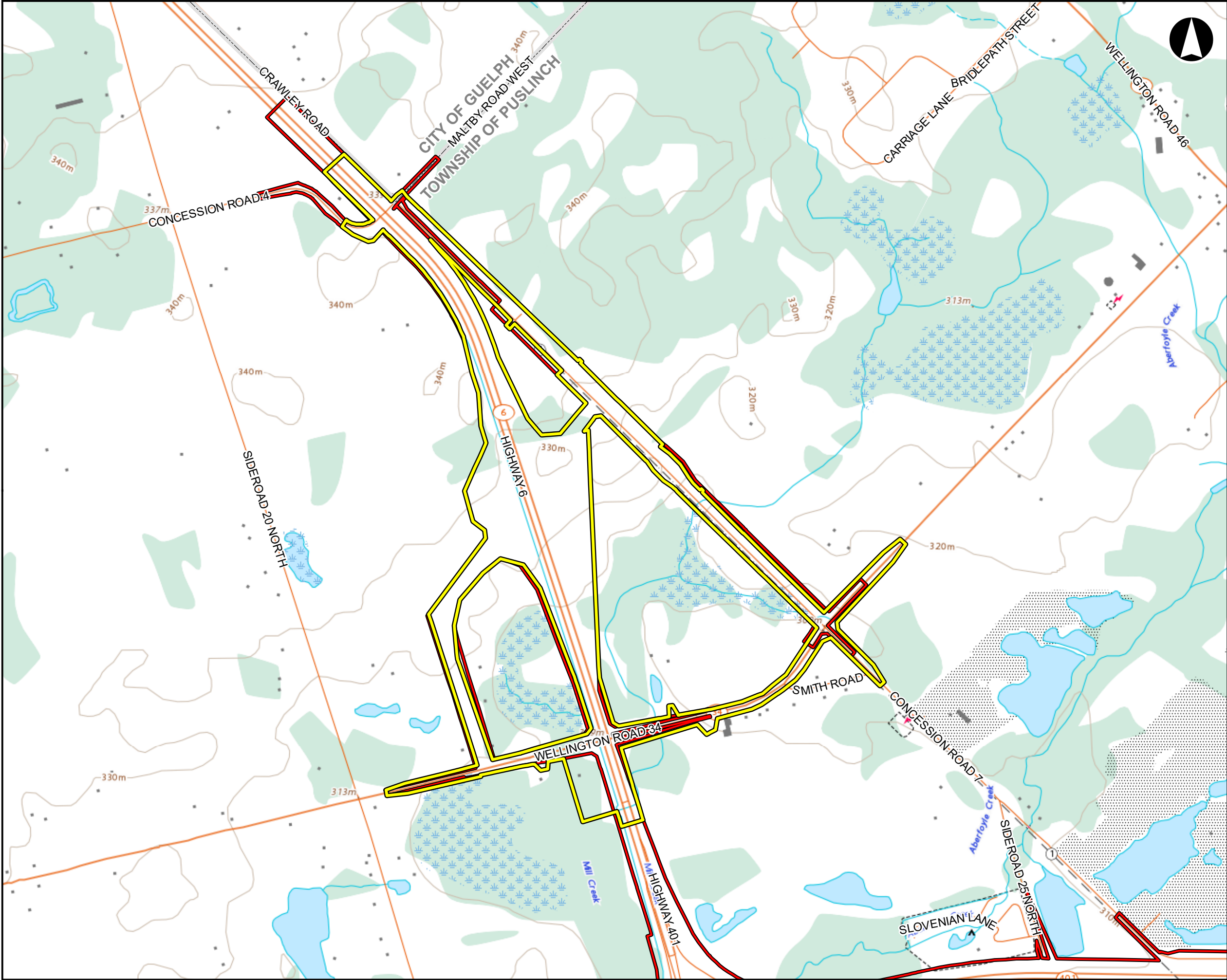
## 1.2 Study Area

The Hanlon Expressway / Wellington Road 34 Mid-Block Interchange project is the subject of this report. This Cultural Heritage Assessment Report (CHAR) addresses the limits of work for the above noted project components for the Mid-Block Interchange as represented in 2019 and further refined as the current Mid-Block Study Area, as illustrated in **Section 7** of the report (**Figures 1 and 2**). This objective of this CHAR is to report on the identified built heritage resources and/or cultural heritage landscapes within and adjacent to the Mid-Block Interchange project (herein referred to as the Mid-Block Study Area) (GWP 3059-20-00). Note, in the future, a separate CHAR will be completed for the remaining project area (GWP 3042-14-00).






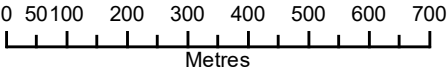






## Legend

-  Municipal Boundary
-  Mid-Block Study Area
-  2019 Study Area



Cultural Heritage Assessment Report  
Midblock Interchange Project  
(G.W.P. 3059-20-00)

Study Area  
Topography

Mar, 2021

1:12,500

Datum: NAD 1983 UTM Zone 17N  
Source: MNR, MTO, NRC

P#: 60541071

\* when printed 11"x17"

**AECOM**

**Figure 2**

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## 2. Policy Framework

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This CHAR considers cultural heritage resources pursuant to Ontario's *Environmental Assessment Act*, the *Ontario Heritage Act*, the *Planning Act* and the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007). This assessment addresses Built Heritage Resources and Cultural Heritage Landscapes (BH/CHLs) more than 40-years old.

In accordance with the policies of both Canada and Ontario, BH/CHLs are considered to be aspects of the environment, the effects on which must be evaluated in fulfillment of the requirements of the Canadian *Impact Assessment Act* and the Ontario *Environmental Assessment Act*. The Government of Ontario has also recognized the importance of conserving Ontario's BHR/CHLs in the *Heritage Act*, the *Planning Act*, the Provincial Policy Statement (2020) pursuant to the *Planning Act*, and other documents. The Provincial Policy Statement states: In the context of the Route Planning Study, environmental issues are addressed through the MTO Class Environmental Assessment process. Also, each municipality has identified policies for heritage conservation of heritage resources in their Official Plans. Further, each has compiled a Heritage Register listing significant cultural heritage resources within their jurisdiction. This includes properties designated under Part IV of the *Ontario Heritage Act* as well as those that are "listed" but not designated.

### 2.1 MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes

The *Ontario Heritage Act*, as amended in 2006, is the provincial statute governing cultural heritage. In addition, the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and MTO have prepared the following guidelines to provide policy direction:

- Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments (MHSTCI, October 1992);
- Guidelines on the Man-Made Heritage Component of Environmental Assessments (MCL, 1980);
- Ontario Heritage Tool Kit (MHSTCI, 2006);
- Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Standards & Guidelines for Conservation of Provincial Heritage Properties (April 28, 2010);
- Ontario Heritage Bridge Guideline for Provincially-Owned Bridges (MTO and MHSTCI, 2007);
- Heritage Bridges Identification and Assessment Guide Ontario 1945 – 1965 (MHSTCI, 2005); and
- MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007).

Impact assessment and development of mitigation measures will occur, as necessary, for the following types of cultural heritage resources:

- Recognized, designated or protected by the *Ontario Heritage Act*, Part IV or V
- Recognized by:
  - the Ontario Heritage Trust (formally known as the Ontario Heritage Foundation) that keeps a register of "any other properties that in the opinion of the Minister are of cultural heritage interest";
  - the Canadian Register of Historic Places;
  - the National Historic Sites and Monuments Board;

- the Federal Heritage Building Review Office (FHBRO);
- listing on municipal heritage inventories or registers;
- assessment as having heritage value and are considered to be important in defining the overall character of an area, but which are not designated, listed or recognized by government.

The MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes states that: “the character-defining elements of built heritage resources and cultural heritage landscapes shall be conserved, and the isolation of built heritage resources and cultural heritage landscapes shall be avoided.

## 2.2 Determination of Cultural Heritage Interest and Value

Section 5.2 of the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes outlines the requirements for the determination of heritage value:

*“Following the Environmental Guide, a qualified Cultural Heritage Specialist will determine whether or not the resources are of character defining or character-contributing significance following the requirements in the Ontario Heritage Act Regulation 09/06 when addressing local heritage significance criteria, and Regulation 10/06 when addressing provincial heritage significance criteria. The qualified Cultural Heritage Specialist will base the determination on a review of the background data (including archival and historical research), field survey to review the property conditions and character and agency consultation. Character defining resources should be evaluated for significance relative to the appropriate jurisdiction (i.e., federal, provincial, regional, local or other community of interest).”*

Other information to be considered in determining significance includes:

- buildings, structures or cultural heritage landscapes of heritage value that are protected, including properties designated by municipalities under Part IV and V of the *Ontario Heritage Act*
- Ontario Heritage Trust easements, and municipal easement properties;
- provincially-owned or leased heritage properties protected by the IO/MHSTCI heritage protocol agreement;
- buildings, structures, or sites and areas/cultural heritage landscapes listed on municipal inventories as potential sites/areas for designation;
- buildings, structures or cultural heritage landscapes of recognized provincial significance identified with provincial historical plaques erected by the Ontario Heritage Trust;
- heritage bridges included on the Ontario Heritage Bridge List;
- buildings, structures or cultural heritage landscapes of recognized federal significance (e.g., National Register, Federal Heritage Buildings Review Office (FHBRO) and the National Historic and Monuments Board, Canadian Register of Historic Places);
- all cemeteries (including any that are unmarked); and
- heritage resources previously identified as part of the MTO EA process.

Where no significance is attributed to a resource by any level of government, municipal heritage advisory committee or local historical organization, a professional opinion on heritage significance and sensitivities will be required. This can be expected in unorganized municipalities and in some rural areas. The professional opinion by a qualified Cultural Heritage Specialist will be guided by heritage potential checklists in MTO and/or MHSTCI guideline documents and the applicable *Ontario Heritage Act* criteria for the evaluation of local, regional or provincial significance. If there is heritage potential for individual properties, a standalone Cultural Heritage Evaluation Report (CHER) will be prepared for an in-depth evaluation of the resource as required.

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## 3. Cultural Heritage Assessment Methodology

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### 3.1 Methodology

This report has been prepared in accordance with the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2007). The following steps were taken in preparing this report:

1. A review of the results of the draft Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes as part of the Highway 6 & 401 Improvements from Hamilton North Limits to Guelph (AECOM 2019),
2. Background research and a review of historical mapping to identify major themes or activities within the Mid-Block Study Area,
3. A review of municipal, provincial, and federal heritage registers and inventories, including the Township of Puslinch Heritage website, to identify properties within and/or adjacent to the Mid-Block Study Area that were not documented in the abovementioned report,
4. Consultation with members of the community regarding potential cultural heritage resources,
5. A field review to verify existing conditions and review any additional areas in the Mid-Block Study Area from the 2019 Study Area,
6. A preliminary impact assessment of potential project impacts on identified BH/CHLs, if necessary, and,
7. Preparation of the Cultural Heritage Assessment Report.

For this CHAR the field review and identification of built heritage resources and cultural heritage landscapes within the Mid-Block Study Area was supported by background review of historical maps, and high-definition aerial imagery and other online primary and secondary literature sources available.

Cultural heritage resources, in this report, can be classified and defined as either built heritage resources or cultural heritage landscapes (BH/CHLs), according to the following definitions provided within the Provincial Policy Statement (2020):

- **Built Heritage Resource (BH)** – means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the *Ontario Heritage Act*, or that may be included on local, provincial, federal and/or international registers.
- **Cultural Heritage Landscape (CHL)** – means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

BH/CHLs can be categorized as either:

- **Previously Identified BH/CHLs** – consisting of municipally, provincially, or federally designated or listed properties that have an existing level of heritage protection, designation, or recognition; or,
- **Potential BH/CHLs** – consisting of properties that contain buildings or structures that appear to be older than 40 years of age, and have potential to meet the criteria of Ontario Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest.

## 3.2 Community Input

The following table summarizes the community input and consultation which was undertaken as part of the project.

**Table 1: Community Input and Consultation Undertaken**

Contact	Contact Information	Date	Notes
Kelly Patzer, Development Co-ordinator, Township of Puslinch	kpatzer@puslinch.ca	September 25, 2017	There are several BH/CHLs within or adjacent to the 2019 Study Area. There are no resources on the Heritage Register within or adjacent to the Mid-Block Study Area.
City of Guelph: Municipal Register of Cultural Heritage Properties	<a href="http://guelph.ca/wp-content/uploads/Municipal-Register-of-Cultural-Heritage-Properties.pdf">http://guelph.ca/wp-content/uploads/Municipal-Register-of-Cultural-Heritage-Properties.pdf</a>	Accessed September 28, 2017	There are no BH/CHLs within or adjacent to the Mid-Block Study Area.
Township of Puslinch-Heritage	<a href="https://puslinch.ca/culture-recreation/heritage/">https://puslinch.ca/culture-recreation/heritage/</a>	Accessed March 21, 2021	There are no BH/CHLs within or adjacent to the Mid-Block Study Area.
Ministry of Heritage, Sport, Tourism, and Culture Industries	Karla.barboza@ontario.ca	March 31, 2021	There are no properties that have been designated by the Minister and there are no provincial heritage properties within the Mid-Block Study Area.
Ontario Heritage Trust	Thomas.wicks@heritagetrust.on.ca	March 31, 2021	No response received at the time of this report completion.

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## 4. Historical Summary

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### 4.1 Historical Overview

The Mid-Block Study Area follows the route of Highway 6 between Concession Road 4/Maltby Road West, to the south of Wellington Road 34, as well as following Concession Road 7 from north of Maltby Road West to Wellington Road 34. The Mid-Block Study Area also includes sections of Wellington Road 34 between Sideroad 20 North, and just east of Concession Road 7. The Study Area is located in the Geographic Township of Puslinch, County of Wellington, Ontario. The closest settlement to the Mid-Block Study Area is Aberfoyle to the east.

### 4.2 Wellington County

Wellington County was created in 1837 by an Act of Government. It was created out of part of the Gore District<sup>1</sup> and named after Arthur Wellesely, the First Duke of Wellington. The County of Wellington included the townships of Proton, Luther, Amaranth, Melancthon, Guelph, Garafraxa, Eramosa, Erin, Nichol, Waterloo, Wilmot, Woolwich, Peel, Mayboro and Wellesley.<sup>2</sup> Guelph was named the County Seat. Transportation was much improved in the mid-19<sup>th</sup> Century with the Brock Road (now part of Highway 6) being improved, and then the first railway arriving in Guelph in 1852. In 1854 this railway was extended to Galt, and by 1867 the Wellington, Grey and Bruce Railway Company had been established. The railway was extended to Fergus and Harriston in 1870 and then to Southampton in 1872. Wellington County has been an area suitable for animal husbandry since its early days.

### 4.3 Township of Puslinch

The Township of Puslinch was named by Lady Seaton, wife of Lord Seaton, Lieutenant Governor of Ontario from 1828 to 1836. Lady Seaton was the daughter of Reverend John Yonge, Rector of the Parish of Newton Farrers, Devon, where the family home was named Puslinch Manor. In 1816, the lands that would become Puslinch Township were part of the Clergy Lands in the Gore District. It was not until 1846 that it became part of the County of Wellington. The eastern boundary of Puslinch Township was created in 1784 when Augustus Jones ran a survey line from what is now Burlington to the Village of Arthur. The western boundary was created in 1791 when Jones surveyed the lands of the Six Nations Reserve. It was not until 1828 that the Township of Puslinch was surveyed for roads and lots. The survey was done by David Gibson, and was not completed until 1831. Due to the earlier boundaries, the Township was divided into two surveys, with the “old survey” being on the east side, with Concessions seven to eleven going in a northwest and southeast direction. The “new survey” consisted of the west side with concessions one to six going in an east-west direction. The first lot to be settled in Puslinch Township was Lot 1, Front Gore Concession, by Alexander Wilson in 1823. The next person to the township was Neil McPhatter, who bought Lots 14 and 15, Concession 1. He was originally from the Parish of Kintyre in Argyleshire, Scotland. Over the next 12 years, several more families from Kintyre followed him to Puslinch Township.<sup>3</sup>

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1. Walker and Miles, *Historical Atlas of Wellington County, Ont.* (Toronto, 1906), p.2- 3.

2. *Ibid.*

3. Puslinch Historical Society. *Annals of Puslinch 1850-1950*. <http://www.clarksoftomfad.ca/AnnalsofPuslinch1850-1950.htm>. Accessed September 2017.



## 4.4 Village of Aberfoyle

The Village of Aberfoyle was named by John McFarlane, who immigrated to Canada from his birth place of Aberfoyle, Perthshire, Scotland. In 1841 he bought an acre of land from John Hammersley on Lot 17, Concession 7. A year later he opened a general store. He rented the building to David McFarlin, a weaver, and Robert McLeod, a shoemaker. A settlement had already begun around Aberfoyle, with the first blacksmith shop being opened in 1833 by Mr. McGibbon and the first hotel being opened in 1836, named the Centre Inn. The first school was constructed in 1837 of log. It was replaced by a brick building on Lot 18, Concession 8 in 1848. This school was used until 1872 when a new school was constructed on the north end of the village. Samuel Falconbridge leased a general store from Kenneth McKenzie in 1851, which also operated as the Post Office. Samuel Falconbridge was the Postmaster until 1887. In 1867 the Township Hall was constructed, and was open until 1978, when it was closed due to deterioration. A grist mill was built in 1862 by George McLean. The mill still stands today and is used as a restaurant. In 1874 the first congregation of the Methodist Episcopal Church was held, and the church was named Mount Carmel. The 1871 census shows a population of 150 people, which included such occupations as weaver, postmaster, shoemaker, carpenter, blacksmith, huckster, peddler, miller, tailor, and wagon maker.<sup>4</sup>

## 4.5 Review of Historical Mapping

The 1861 W.C. Chewett & Co Map and the 1877 Illustrated Historical Atlas Map of Wellington County (Walker and Miles) were reviewed to determine the potential for the presence of BH/CHLs within the Mid-Block Study Area from the 19<sup>th</sup> century (**Figures 3 and 4**).

Based on the Mid-Block Study Area, the proposed undertaking falls into Lots 21-24, Concession III, and Lots 22 and 23, Concession II in the historical Township of Puslinch, Wellington County.

The 1861 W.C. Chewett & Co Map shows Wellington Road 34 and Concession Road 7 as main concession roads open in the Township of Puslinch (**Figure 3**). The map illustrates a tributary of Mill Creek running generally north-south through the Mid-Block Study Area. There are no built features illustrated on the 1861 map, however the map does provide names of the landowners, and therefore it can be assumed these lots may have been occupied for agricultural purposes.

The 1877 Illustrated Historical Atlas Map of Wellington County shows the Mid-Block Study Area in a rural area of the Township of Puslinch (**Figure 4**). The map shows the landowners in 1877 and farmhouses are illustrated within the lots. The Mid-Block Study Area does not directly overlap any of the historically mapped 19<sup>th</sup> century farmhouses.

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4. *Ibid.*











## 5. Existing Conditions

The Mid-Block Study Area is north of Highway 401 and includes the Highway 6 right-of-way and Concession Road 7 and Wellington Road 34. A field review for the 2019 Study Area was conducted on September 27, 2017 in order to identify the existing conditions and any potential BH/CHLs. No BH/CHLs were documented during the field review. Additionally, a review was conducted by AECOM on March 29, 2021 and determined that little development has occurred since 2017 and the existing conditions are relatively unchanged. Highway 6 consists of a four-lane highway with a grassed embankment and ditches on either side of the highway. The highway corridor functions as an arterial highway between the City of Hamilton and City of Guelph. Wellington Road 34 is a two-lane paved road with narrow shoulders and ditches. The area surrounding Wellington Road 34 is wooded around Mill Creek and active agricultural land. The southeast corner of Wellington Road 34 and Concession Road 7 consists of a residential community built in the early 21<sup>st</sup> century, referred to as Heritage Lake Estates. Concession Road 7 is a two-lane gravel road surrounded by active agricultural fields.



**Photograph 1: View looking southeast on Concession Road 7 from Maltby Road**



**Photograph 2: View looking northwest on Concession Road 7 from Wellington Road 34.**



**Photograph 3: View looking east on Wellington Road 34 from east of Sideroad 20**



**Photograph 4: View looking west on Wellington Road 34 from Concession Road 7**

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## 6. Description of Built Heritage Resources and Cultural Heritage Landscapes

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### 6.1 Identified Built Heritage Resources and Cultural Heritage Landscapes

Based on the results of the historical background review and the field reviews, there are no BH/CHLs within or adjacent to the Mid-Block Study Area. As no BH/CHLs were identified, no potential impacts will be assessed for this report.

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## 7. Conclusions and Recommendations

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### 7.1 Conclusions

Based on the results of the background data collection, historic research, including a historic map review, a review of municipal, provincial, and federal heritage registers and inventories, and field reviews it was determined that there are no potential or previously identified BH/CHLs within the Mid-Block Study Area.

#### **Key Findings**

- A field review of the study area confirmed that there are no cultural heritage resources within or immediately adjacent to the study area.
- No significant impacts to BH/CHLs in the Township of Puslinch or the City of Guelph are anticipated as a result of the proposed undertaking.

### 7.2 Recommendation

The background review, including a review of the draft Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes as part of the Highway 6 & 401 Improvements from Hamilton North Limits to Guelph (AECOM 2019) and historical mapping, and field reviews determined that there are no BH/CHLs located within or directly adjacent to the Mid-Block Study Area. Therefore, no adverse impacts to BH/CHLs will result from the proposed undertaking. Based on the results of this CHAR, the following recommendation has been developed:

- Should future work require an expansion of the Mid-Block Study Area then a Qualified Heritage Consultant should be contacted in order to confirm the impacts of the proposed work on potential BH/CHLs.

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## 8. Sources

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AECOM. *Cultural Heritage Screening Report for Built Heritage Resources and Cultural Heritage Landscapes Highway 6 and 401 Improvements from Hamilton North Limits to Guelph*, draft 2019.

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