

**Heritage Report:
Reasons for Heritage Designation**



**Heart Lake Road
Cultural Heritage Landscape
November 2021**

Profile of Subject Property

Municipal Address	Heart Lake Road between Sandalwood Parkway and Mayfield Road.
PIN Number	142250022, 142260024
Roll Number	//
Legal Description	//
Ward Number	2
Property Name	Heart Lake Road
Current Owner	City of Brampton
Owner Concurrence	//
Current Zoning	Road Parcel
Current Use(s)	Municipal Road
Construction Date	c.1850
Notable Owners or Occupants	//
Heritage Resources on Subject Property	Road and surrounding landscape
Relevant Council Resolutions	//
Additional Information	//

1. Current Situation:

In April 2014, David Laing, a Brampton resident, representing the Etobicoke-Mimico Watersheds Coalition made a delegation to the Brampton Heritage Board to list Heart Lake Road between Sandalwood Parkway and Mayfield Road as a Cultural Heritage Landscape. Laing also distributed a research report in support of his request. In May 2014 a rough listing report was created, but no further action was taken at that time. This Designation Report was created using additional research, while confirming the research done in 2014 on this stretch of road.

The Cultural Heritage Landscape of Heart Lake Road between Sandalwood Parkway East and Mayfield Road in Brampton, Ontario is worthy of designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value or interest. The property meets the criteria for designation prescribed by the Province of Ontario under the *Ontario Heritage Act*, Regulation 9/06 for the categories of historical/associative value, and contextual value.

2. Description of Property

The Cultural Heritage Landscape of Heart Lake Road (“Heart Lake Road”) is located to the north of Sandalwood Parkway East, south of Mayfield Road, east of Heart Lake Conservation Area, and west of Highway 410. The Designation applies to the entire Right of Way. The Heart Lake Conservation Area dominates the west side of Heart Lake Road. On the eastern side between Sandalwood Parkway and Countryside Drive is a garden center, a place of worship, agricultural lands, and lands designated for residential use in the City of Brampton’s Official Plan. The eastern side from Countryside Drive north to Mayfield Road contains primarily undeveloped lands currently used for agricultural purposes and designated as employment uses in the Official Plan.

The segment of Heart Lake Road proposed for designation is a two-lane, paved road identified as a minor arterial road. A gravel shoulder, approximately one meter wide, lies on either side of the road. Limited sections where Heart Lake Road and Mayfield Road, Countryside Drive, and Sandalwood Parkway East intersect, include concrete curbs. Beyond the gravel shoulder are utility posts that run the stretch of the roadway. Heart Lake Road is flanked by native Ontario vegetation that takes up a significant portion of the visual streetscape, and part of an area designated as Provincially Significant Wetlands.

3. Policy Framework

In the context of land use planning, the Province of Ontario has declared that the wise use and management of Ontario's cultural heritage resources is a key provincial interest.

A set of Provincial Policy Statements (PPS) provides planning policy direction on matters of provincial interest in Ontario. These statements set the policy framework for regulating the development and use of land. The relevant heritage policy statement is PPS 2.6.1, which states that "significant built heritage resources and significant cultural heritage landscapes shall be conserved". PPS 2.6.1 is tied to Section 3 of the *Ontario Planning Act*, which stipulates that land use planning decisions by municipalities "shall be consistent with" the Provincial Policy Statements.

The policy is also integrated with the Ontario Heritage Act. This piece of legislation grants municipalities powers to preserve locally significant cultural heritage resources through heritage designation. Decisions as to whether a property should be designated heritage or not is based solely on its inherent cultural heritage value or interest.

City Council prefers to designate heritage properties with the support of property owners. However, Council will designate a property proactively, without the concurrence of a property owner as required. These principles are reflected in Brampton's Official Plan. The relevant policies are as follows:

Section 4.10.1.3: All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the Ontario Heritage Act to help ensure effective protection and their continuing maintenance, conservation and restoration.

Section 4.10.1.5: Priority will be given to designating all heritage cemeteries and all Class A heritage resources in the Cultural Heritage Resources Register under the Ontario Heritage Act.

Section 4.10.1.6: The City will give immediate consideration to the designation of any heritage resource under the Ontario Heritage Act if that resource is threatened with demolition, significant alterations or other potentially adverse impacts.

In 2015, the City Council adopted a new Strategic Plan to guide the evolution, growth and development of the city. Heritage preservation is one of the goals of this new Strategic Plan.

These principles are also guided by recognized best practices in the field of heritage conservation

4. Background Information

CORDUROY ROAD

Historically, Heart Lake Road would likely have been built as a corduroy road. These roads were built when a common dirt road traversed wet areas that were subject to wash outs by the surrounding bodies of water, and underground water supply. William Gillespie, an American Professor in Engineering, stated in his 1850 Manual of the Principles and Practice of Road-Making that;

“When a road passes over soft, swampy ground, always kept moist by springs, which cannot be drained without too much expense, and which is surrounded by a forest, it may be cheaply and rapidly made passable, by felling a sufficient number of young trees, as straight and as uniform in size as possible, and laying them side by side across the road at right angles to its length. This arrangement is well known under the name of a “Corduroy” road.”¹

This road-making technique was well known as has also been mentioned in historical documents from Markham² and York.³ Recent excavations in the City of Waterloo have exposed extensive stretches of corduroy road beneath modern roadways.⁴ Given the difficulties with farm settlement, specifically around Heart Lake, the upkeep of Heart Lake Road would have been difficult. Farmers were required by statute to put in a certain number of days of labour per year on their local road. It is a reasonable assumption that sections of Heart Lake Road would have included stretches of corduroy construction.

LANDSCAPE GEOLOGY AND CONSERVATION LAND

The Heart Lake Road area contains two unique features of glaciation: Kettle Lakes and the Brampton Esker.⁵ The Laurentide Ice Sheet covered the majority of Canada and the northern United States of America approximately 20,000 years ago. When this Ice Sheet began retreating about 10,000 years ago, chunks of ice broke off the ice sheet, fell, and were buried under sediment. Eventually these ice chunks melted,

¹ Gillespie, W.M., *A Manual of the Principles and Practice of Road-Making: Comprising the Location, Construction, and Improvement of Roads*, New York, A.S. Barnes & Co., 1850

² Weaver, Grant, *History of Markham Ontario*

³ Miles & Co., *Illustrated Historical Atlas of the County of York Ont.*, Toronto, 1878, pg.XI

⁴ Butler, Colin. “Corduroy Road Likely One of Waterloo's First-Ever European Built Roads | CBC News.” April 2016

⁵ Regional Municipality of Peel, *Settlement History of Peel*, January 1977.

and Kettle Lakes were formed. This melting occurred over a period of hundreds of years after the glaciers retreated.⁶ Heart Lake and Teapot Lake are two of these Kettle Lakes. In the 19th century, Heart Lake was called Snell's Lake⁷, and Dyer's Lake⁸ and Teapot Lake was called Archdekin's Lake⁹, after the owners on which the lakes were located.

Furthermore, the Brampton Esker was formed at the same time-period, also from glacial melting. The Brampton Esker is a "long winding ridge of sand and gravel deposited by glacial melt waters during the final retreat of the Ontario lobe of the Laurentide Ice Sheet."¹⁰ The esker plays a vital role as sands and gravel hold and purify water as it percolates through the ground, creating a natural aquifer and groundwater resource.

Now part of the Toronto and Region Conservation Authority (TRCA), the Etobicoke Mimico Conservation Authority was originally formed as a result of a need for flood control after Hurricane Hazel in 1954.¹¹ The Conservation Authorities were mandated to acquire lands for recreation and conservation that also doubled as flood control management.¹² As Heart Lake was part of the Etobicoke Watershed, in 1956, 63.3 acres around Heart Lake were purchased from Colonel Allan E. Taylor to create the Heart Lake Conservation Area.¹³ By 1982, more properties of land were purchased "to protect the wetland area, which provides natural water storage in the headwaters of Etobicoke Creek."¹⁴ By 1997 the Heart Lake Conservation Area had over 56,000 visitors.¹⁵

HISTORIC INDIGENOUS USE OF THE HEART LAKE AREA

There is evidence that suggests that as the Laurentide Ice Sheet melted 10,000 years ago, Indigenous Peoples hunted caribou and other animals around what is now Southern Ontario.¹⁶ The Brampton Esker informs much of early Indigenous cultural use of the Heart Lake Area. Indigenous Peoples and the wildlife they hunted used the well-

⁶ Heart Lake Conservation Area Master Plan Advisory Committee, Conservation Land Planning Group, TRCA, Heart Lake Conservation Area Master Plan Report, 2006, pg.152.

⁷ Ibid., pg.156

⁸ Bull, William Perkins, *From Strachan to Owen – How the Church of England was planted and tended in British North America*, Toronto, The Perkins Bull Foundation, George J. McLeod Ltd., 1938., pg.352

⁹ Ibid.

¹⁰ Peel Region Planning Maps Site Summaries: Kennedy-Mayfield East (Heart Lake Conservation Area), October 2011; TRCA, Etobicoke & Mimico Creek Watershed Features, 2014

¹¹ TRCA, Flood Management Program History, 2014

¹² Ministry of Natural Resources, Conservation Authorities Act, 1946

¹³ Heart Lake Conservation Area Master Plan Advisory Committee, *Heart Lake Conservation Area Master Plan*, 2006, pg.9

¹⁴ Ibid. pg.2

¹⁵ Ibid. pg.9

¹⁶ Heart Lake Conservation Area Master Plan Advisory Committee, *Heart Lake Conservation Area Master Plan*, 2006, pg.169

drained eskers for travel along the semi-continuous ridges, giving them the high ground. They also buried their deceased in the workable gravel soil.¹⁷

As the climate warmed, the Indigenous Peoples developed implements for hunting and fishing, and inhabited the shores of lakes with waterfowl and fish. Archaeological excavations in the Heart Lake Conservation Area began in 2007 and yielded many Indigenous campsites from repeated visits. Thus, the site has been named 'The Stopover Site'.¹⁸ These excavations have revealed artifacts used for making stone tools, with some of the stone coming from the northern shore of Lake Erie.¹⁹ The site adjacent to Heart Lake contains soil stains of Indigenous activity.

The innovation of ceramic vessels and bow-and-arrow technology in the Initial Woodland Period led to changes in hunting practices. It also led to increased food security and the developments of larger and permanent camps. This also allowed for more trade with southern Ontario groups, East Coast populations, and Ohio Valley cultures. The introduction of corn from the south in the Late Woodland Period increased horticultural tendencies. Villages were now occupied for about 30 years, however hunting was still necessary, and the Heart Lake area was ideal.

SETTLER'S ALONG HEART LAKE ROAD

In 1805, the Crown purchased a track of land along the Ontario Lake lakeshore, extending north to what is currently Eglinton Avenue from the Mississauga Indigenous Peoples. This purchase allowed General John Graves Simcoe direct access from York (now Toronto) to the Niagara Peninsula.²⁰ After the war of 1812, the Crown purchased an additional 648,000 acres north of Eglinton Avenue (Treaty 19/Ajetance Purchase) which would become Chinguacousy Township. This land was surveyed by Richard Bristol in 1819 which records show as being miserable, insect heavy, and done in rainy conditions.²¹ It is important to state that prior to European Settlement in the Township of Chinguacousy, the land was generally forest and wetland.

Land was granted by "Ticket of Location issued by the Surveyor General's Office in York."²² The area of Heart Lake Road from Sandalwood Parkway to Mayfield Road was referenced as Lot 14-17, Concession 2 and 3, East of Hurontario Street (EHS). Each ticket issued informed lot, concession, and background information pertaining to

¹⁷ Northwest Territories Protected Areas Strategy, Eskers, July 2012.

¹⁸ TRCA, The Stopover Site, Etobicoke Creek Watershed, Brampton, 2014

¹⁹ TRCA, Archaeology Resource Management, 2014

²⁰ Regional Municipality of Peel, *Settlement History of Peel*, January 1977, pg.18

²¹ Heart Lake Conservation Area Master Plan Advisory Committee, *Heart Lake Conservation Area Mater Plan*, 2006, pg.172

²² Chinguacousy Township Land Registry Papers, Reel 5, Counter 133, 1818

the settler. According to Tremaine's 1859 Map, the above mentioned lots belonged to Thomas Archdekin, Peter Ingoldsby, John Snell, Joseph Arnell, Robert Gardiner, Mrs. Dearly, Al Ingoldsby, Thomas Ingoldsby and William Plummer. Given the difficult nature of settling an area, these lots changed hands multiple times and by the time the 1877 *Illustrated Historical Atlas* map was created, the owners were as follows: Peter Archdeacon, Thomas Ingoldsby, William Large, the Gardiner Estate, James Large and William Hearn. The Ingoldsby Farm was listed as a Heritage Resource, but was lost to fire. The silo from the barn complex still stands. The Gardiner's owned the property containing Heart Lake in both maps, and there was at one point a Wesleyan Methodist Church in the south-east corner of his land. It is important to note that "land occupied by settlers with land grants [i.e., men who had fought in the war of 1812] was not necessarily patented. Some settlers took years to complete the necessary settlement duties and pay the registration fees required to have the land patented (i.e. free title)."²³ Location Tickets were the official non-transferable documents that granted a settler land subject to conditions of settlement.

Settlement duties were as directed from the Lieutenant-Governors to clear half the road, cutting down without clearing one chain (a unit of length: 66 feet) in depth from the road along the front of each lot, building a dwelling house, 16 by 20 feet, and fencing five acres of land for every 100. All of this was to be completed within two years.²⁴ Some managed to do this in two months, however, Heart Lake Road presented a much more difficult image as per the historical record.

For the east half of Lot 16, Concession 2E, there was a succession of three attempts to settle the land. The first was March 10, 1819 by John Pettit Jr., was granted 100 acres, which was subsequently marked "returned".²⁵ Pettit's land had been granted following his work in the War of 1812. The next attempt was September 11, 1819 by George Coon., who was granted 50 acres of the original 100. After a year of attempting to settle, the land was returned in August 1820 with the following claim: *George Coon of Grimsby, labourer, swears lot is almost all swamp. Much so that it will be impossible to make a farm on lot.*²⁶ In April of 1823, Richard Stinson from Ireland was given a Location Ticket for the same 50 acres, and successfully settled the land by October 1827.²⁷

Similarly, records for Lot 15, Concession 2E - which includes the bulk of Heart Lake and surrounding land - show that Thomas Graham from Ireland made an attempt

²³ Regional Municipality of Peel, *Settlement History of Peel*, January 1977, pg.20

²⁴ Chinguacousy Township Land Registry Papers, Reel 5, Counter 133, 1818

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

to settle this lot but in 1819 his location was cancelled due to non-performance. It was noted that the “proximity of the lake would have made the ground quite wet and unsuitable for farming.”²⁸ In 1828, the Crown granted the land to King’s College (University of Toronto), which lied vacant for some years, but was then leased and eventually sold to tenants who had been living on that land.²⁹

NATURAL RESOURCES AND WILDLIFE

The Ontario Ministry of Natural Resources has identified Heart Lake Conservation Area to be ‘significant’.³⁰ There are several different environmental land classifications pertaining to this area, those being; Environmentally Significant Area (ESA), Provincially Significant Wetlands (PSW), and an Area of Natural and Scientific Interest (ANSI).³¹

European-Canadian settlement over the last 200 years has played an immense part in replacing the forests of Peel with agricultural areas.³² In the last 70 years, urban expansion has taken up much of that agricultural land, and any of the forests that may have been left. The formation of Heart Lake Conservation Area has allowed retention and maintenance of forests, and in 2006 this area was approximately 48% forest.³³ The Heart Lake Wetland complex is an MNR-classified wetland.³⁴ HLCA was considered 21% wetland in 2006.³⁵ These wetlands connect to other wetlands outside the park boundaries and on the other side of Heart Lake Road.

The Heart Lake Woodlands are classified as an Environmentally Significant Area, and the Heart Lake Forest and Bog are Regional Life Science Areas of Natural and Scientific Interest.³⁶ Within that, six out of 64 identified vegetative community types are classified as being provincially rare.³⁷

The buried Brampton Esker has been classified as a Regional Earth Science Area of Natural and Scientific Interest in Brampton’s Official Plan (2006)³⁸ and the

²⁸ Heart Lake Conservation Area Master Plan Advisory Committee, *Heart Lake Conservation Area Mater Plan*, 2006, pg.175

²⁹ Ibid. pg.176

³⁰ Ibid. pg.4

³¹ Ibid. pg.25

³² Ibid. pg.95

³³ Ibid. pg.96

³⁴ Ibid. pg.4

³⁵ Ibid. pg.96

³⁶ Ibid. pg.4

³⁷ Peel Region Planning Map Site Summaries, Kennedy-Mayfield East, October 2011, pg.3

³⁸ City of Brampton Official Plan, 2006, Section 4.511

TRCA Watershed Report from 1998.³⁹ The majority of the Brampton Esker has disappeared due to aggregate extraction as more than half the gravel has been mined. Brampton Esker's aquifer provided the municipality wells with water that had been purified by the sand and gravel until 1972.⁴⁰

Within Heart Lake Conservation Area, 26 of 70 species of breeding birds are TRCA regional species of Urban Conservation Concern.⁴¹ One of these species is the barn swallow which as of 2012 were listed on the Endangered Species Act as 'threatened' in Ontario, and in 2017 were listed as 'threatened' on Schedule 1 of the 2002 *Species at Risk Act* (SARA) in Canada.⁴² The wetland habitat of Heart Lake is ideal for ducks and swans. Trumpeter Swans disappeared from Ontario in the late 19th century,⁴³ however in 1982 a restoration effort of these swans signified another example of evolution in appreciating cultural and natural heritage. Due to this effort, Trumpeter Swans can be seen occasionally in the wetlands beside Heart Lake Road.⁴⁴

The eastern Snapping Turtle and Milksnake are designated species of Special Concern both provincially and nationally.⁴⁵ Snapping Turtles frequently cross Heart Lake Road between the wetlands in order to lay their eggs.

The portion of Heart Lake Road from Sandalwood Parkway to Mayfield Drive has significant and diverse natural heritage value and has become a significant and unique Cultural Heritage Landscape. From early Indigenous use of the Brampton Esker to original road construction in 1819 and finally to the rural road it presents today, Heart Lake Road is functionally, visually, and historically connected to its surroundings.⁴⁶ Its continuing rural and relatively undeveloped setting has long represented a buffer and retreat from an increasingly urban environment into a place of conserved and restored natural and cultural heritage.

5. Evaluation of Cultural Heritage Value or Interest

The Heart Lake Road Cultural Heritage Landscape is evaluated under Ontario Regulation 9/06. This regulation requires that for designation under the Ontario Heritage Act, the property must meet "one or more" of the criteria listed below:

³⁹ TRCA, *State of the Watershed Report Etobicoke and Mimico Creek Watersheds*, December 1998, pg.76

⁴⁰ Ibid.

⁴¹ Peel Region Planning Map Site Summaries, Kennedy-Mayfield East, October 2011, pg.3

⁴² Species at Risk Public Registry, 2017

⁴³ Peel Region Planning Map Site Summaries, Kennedy-Mayfield East, October 2011, pg.3

⁴⁴ Scrivener, Leslie, Trumpeter Swans Making a Comeback in Ontario, *The Star*, March 29, 2009

⁴⁵ Peel Region Planning Map Site Summaries, Kennedy-Mayfield East, October 2011, pg.3

⁴⁶ Stantec Inc. 2019 Function and Design Review of the Heart Lake Road Corridor. 2019, Section 5. Pg 12.

1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii. displays a high degree of craftsmanship or artistic merit, or
 - iii. demonstrates a high degree of technical or scientific achievement.
2. The property has historical value or associative value because it,
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
3. The property has contextual value because it,
 - i. is important in defining, maintaining or supporting the character of an area,
 - ii. is physically, functionally, visually or historically linked to its surroundings, or
 - iii. is a landmark. O. Reg. 9/06, s. 1 (2).

The paragraphs and table below identify and expand on each criteria pertaining to Heart Lake Road as a Cultural Heritage Landscape.

Design/Physical Value:

Heart Lake Road does not meet criteria 1.i), 1.ii), or 1.iii) of Regulation 9/06 by the Ontario Heritage Act. It is expected that Heart Lake Road was at one point a Corduroy Road. These roads were built when a common dirt road was subject to flooding or passed through areas that were permanently wet. Often these areas were prone to washouts. However, with multiple instances of road upgrades completed throughout the last century, both within and immediately adjacent to the road, particularly within the wetlands, the likelihood of a surviving Corduroy Road underneath is relatively small although the possibility remains that some sections are still intact. Application of these criteria are problematic for road-scapes such as Heart Lake Road. Given it's current physical form with a standard two-lane with gravel shoulder profile, and associated ditches and drainage, Heart Lake Road does not exhibit high degrees of craftsmanship or artistic merit.

Historical/Associative Value:

Heart Lake Road meets two criteria under historical/associative value of Regulation 9/06 of the Ontario Heritage Act. They are 2.i) and 2.ii). Heart Lake Road exhibits associative value for its association with early road building and settlement, as well as its relation to Heart Lake Conservation Area, and the early beginnings of the Toronto and Region Conservation Authority (TRCA).

Chinguacousy Township was surveyed by Richard Bristol around 1818-1819, following the Ajetance Treaty No.19 of 1818. Euro-Canadian Settlement of Chinguacousy Township, now the City of Brampton and Town of Caledon, began immediately. Lots along Concession 2 East (now Heart Lake Road) were difficult to settle given the swampy nature of the land. Three original attempts were made by John Pettit Jr., George Coon and Thomas Graham in 1819 for different properties along the concession road. In 1823, Richard Stinson was given the same land as the previous men and successfully settled it by 1827. Another 200 acres along the same concession were granted to King's College (now the University of Toronto) through a Crown Patent in 1828. They divided the lot, leased it for a few years and then sold it to the tenants around 1850.

Settlers were required to clear one half of a road as part of their settling duties. Given the swampy nature of the area due to wetlands and the kettle lakes, the construction of a corduroy road is a reasonable assumption. This construction technique used horizontally placed logs along the roadway. This helped prevent or limit the road washing out, but was at times difficult to walk/ride on if there was enough water underneath that the logs began floating.

Heart Lake Road and most other concession roads were cleared with the intent to farm the adjacent land. Chinguacousy Township and its small villages (Brampton, Edmonton/Snelgrove, Alloo, Huttonville, Churchville, etc.) held many farming communities. Almost all of the concession roads had a simple nature similar to Heart Lake Road into the 1930s. When Highway 410 was extended north of Bovaird Drive East, Heart Lake Road was avoided due to the wetlands, and pushback from the agricultural community. As a result, Heart Lake Road was able to maintain its rural cross section.

Heart Lake Conservation area was created in direct response to the Brampton Flood of 1948 and Hurricane Hazel in 1954. The Conservation Authorities were required to purchase lands for recreation that would double as flood control. The Etobicoke Mimico Conservation Authority (now part of the Toronto and Region Conservation Authority) purchased the lands on the west side of Heart Lake Road between

Sandalwood Parkway and Mayfield Road in 1956 and opened Heart Lake Conservation Area in 1957. Additional lands were purchased in 1982 to support the wetlands. The direct association with the opening of Heart Lake Conservation Area and the beginnings of the Toronto and Region Conservation Authority provide cultural heritage value to Heart Lake Road.

Contextual Value:

Heart Lake Road supports and maintains the surrounding landscape's character. As a rural road, the unique landscape features, wetlands, and habitats that provide contextual value are sustained. It maintains its rural cross section in a City facing rapid urbanization. This Right of Way includes vegetation and wetlands leading into the ditch, gravel shoulders and a two lane road. Curbs are only present at the intersections on Heart Lake Road with Sandalwood Parkway East and Countryside Drive. Extensive wetlands, forest, or agricultural lands line both sides of the road.

This roadway runs through significant natural areas that include wetlands, rare vegetative communities, the Brampton Esker remains, and threatened wildlife species. The Ontario Ministry of Natural Resources has identified Heart Lake Conservation Area to be 'significant'. Several different environmental land classifications pertain to this area, those being; Environmentally Significant Area (ESA), Provincially Significant Wetlands (PSW), and an Area of Natural and Scientific Interest (ANSI). Heart Lake Road runs along the edge of the Brampton Esker, which has been classified as a Regional Earth Science Area of Natural and Scientific Interest in Brampton's Official Plan (2006) and the TRCA Watershed Report from 1998. The trumpeter swan and barn swallow are two of 26 threatened bird species of Urban Conservation Concern and the eastern Snapping Turtle and Milksnake are designated species of Special Concern both provincially and nationally.

Heart Lake Road is functionally, visually, and historically connected to its surroundings. The surrounding wetlands and those that inhabit them rely on the rural character of Heart Lake Road. The surrounding context of Heart Lake Road has remained relatively intact for the last 200 years.

Heart Lake Road is a landmark as it is visually unique within the surrounding developments. Its distinctive natural setting gives it much of its character. Heart Lake Road meets all three criteria under contextual value of Regulation 9/06 of the Ontario Heritage Act.

Summary of Evaluation under Regulation 9/06:

Criteria for Determining Cultural Heritage Value or Interest	Assessment (Yes/No)	Rationale
Design or physical value		
a) Is a rare, unique, representative or early example of a style, type, expression, material or construction method	No	It is theorized that Heart Lake Road was at one point a Corduroy Road. These roads were built when a common dirt road was continuously washed out by the surrounding bodies of water, and underground water supply. However with multiple instances throughout the last century of engineering works completed on the road and adjacent to the road within the wetlands, the likelihood of a surviving Corduroy Road underneath is small, but there is potential.
b) Displays a high degree of craftsmanship or artistic merit	No	The current physical conditions of the road are standard two lane, gravel shoulder, and up-to-date drainage techniques.
c) Demonstrates a high degree of technical or scientific achievement	No	Heart Lake Road's progression from Corduroy Road to gravel road, to paved is standard among rural roads in Ontario and in Brampton.
Historical or Associative Value		
a) Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to	Yes	There is association to early road building or settlement of Euro-Canadian communities. Also the relation to Heart Lake

a community		Conservation Area, and the Toronto Region Conservation Authority (TRCA) is significant.
b) Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	Yes	Yields and has the potential to yield information on early Euro-Canadian settlers in this area as well as early road construction. There is much archaeological potential that could yield more information on early settler communities. It also reflects early agricultural and farming communities, which is important to the history of Chinguacousy Township and Brampton.
c) Demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community.	No	There is no known architect, artist, builder, designer or theorist connected to the construction or continued establishment of Heart Lake Road.
Contextual Value		
a) Is important in defining, maintaining, or supporting the character of an area	Yes	Heart Lake Road supports and maintains the surrounding landscape's character. As a rural road, the unique landscape features, wetlands, and habitats that provide contextual value are sustained.
b) Is physically, functionally, visually, or historically linked to its surroundings	Yes	From early Indigenous use of the Brampton Esker to original road construction in 1819 and finally to the rural road it presents today, Heart Lake Road is functionally, visually, and historically connected to its surroundings. The surrounding wetlands and those that inhabit

		them rely on the rural character of Heart Lake Road to maintain their way of living.
c) Is a landmark	Yes	Its continuing rural and relatively undeveloped setting has long represented a buffer and retreat from an increasingly urban environment into a place of conserved and restored natural and cultural heritage. The surrounding developments have had limited impact on the rural character of Heart Lake Road.

6. Statement of Cultural Heritage Value or Interest

Heart Lake Road is a two-lane, rural road located in Northern Brampton, between Sandalwood Parkway East and Mayfield Road. The Cultural Heritage Landscape of Heart Lake Road is located to the north of Sandalwood Parkway East, south of Mayfield Road, east of Heart Lake Conservation Area, and west of Highway 410. The affected lands include the entire Heart Lake Road Right of Way, however the surrounding contextual landscape, including the forest(s), wetlands and agricultural lands, are significant in maintaining the character of the road-scape. It has clear historical associative value and contextual value as per Ontario Regulation 9/06.

Heart Lake Road exhibits historical associative value for its association with early road building and settlement, as well as its relation to the creation of Heart Lake Conservation Area, and the early years of the Toronto and Region Conservation Authority (TRCA). Furthermore it yields and has the potential to yield information on early Euro-Canadian settlers in this area and the construction technique of settlement roads, and land clearing. Early efforts of settlement and difficulties of early settlement are present in historical documentation and the physical nature pertaining to Heart Lake Road. Due to historic and present day wetlands, there is a curve in Heart Lake Road placed to avoid the wetland. This highlights the difficulties of settlement and the continued interaction of the road and the surrounding landscape. Historically, Chinguacousy Township, and its encompassing villages and towns, was known for its agriculture and farming communities. Heart Lake Road is one of the few remaining road-scapes that reflects this history.

As a rural road, the unique landscape features, wetlands, and habitats that provide contextual value are focal points. Heart Lake Road forms a linear corridor with views along Heart Lake Road, bordered by significant natural areas. It maintains its rural cross section in a City facing rapid urbanization making it a landmark. The Right of Way cross section includes vegetation and wetlands leading into the ditch, gravel shoulders and a two lane road. Curbs are present at the intersections on Heart Lake Road with Sandalwood Parkway East and Countryside Drive. Extensive wetlands, forest, or agricultural lands line both sides of the road in their natural topography.

Heart Lake Road is worthy of designation under Part IV of the *Ontario Heritage Act* for its cultural heritage value or interest. The property meets the criteria for designation prescribed by the Province of Ontario under the *Ontario Heritage Act*, Regulation 9/06 for the categories of historical/associative value, and contextual value.

7. Description of Heritage Attributes/Character Defining Elements

The heritage attributes comprise all façades, architectural detailing, construction materials and associated building techniques, as well as significant landscape elements and important vistas. The detailed heritage attributes/character defining elements were established by Stantec Inc. in their report from 2019 titled *“Function and Design Review of the Heart Lake Road Corridor”*. These heritage attributes/character defining elements include but are not limited to the following:

- Rural cross section of the road, including the width of the road, two lanes of traffic, and ditching (where present);
- Bend in the road to avoid TRCA wetland, approximately 500 m southeast of Mayfield Road;
- Intermittent presence of split rail and post-and-rail fencing along the roadside;
- Wood utility poles along the roadside;
- Natural topography of adjacent lands, including the remaining sections of the Brampton Buried Esker;
- Likely historical association with corduroy road construction techniques;
- Historical association with the Heart Lake Conservation Area and TRCA;
- Linear corridor views along Heart Lake Road, bordered by significant natural areas; and
- Natural setting of the roadscape, including forests, wetlands, and kettle lakes on the west side of the road and wetlands, agricultural fields, trees, and kettle lakes on the east side of the road.

8. Alteration History and Heritage Integrity

The following are the known alterations to the subject property:

- Land attempted to be cleared by early settlers
- Corduroy Road laid due to swampy conditions
- 1957 Heart Lake Conservation Area opened
- 1987 road rebuilt and paved
- Early 2000s, Highway 410 built and traffic diverted off Heart Lake Road
- Early 2000s, multiple residences built at the north end of Heart Lake Road near Mayfield Road each with it's own entrance/exit onto Heart Lake Road

9. Archaeological Potential

The subject property has much archaeological potential. The site is located within 300m of multiple water courses, one known heritage site and is directly beside a large archaeological site. Given these proximities, the site has archaeological potential.

10. Resources

Archaeological Research Associates Ltd., Cultural Heritage Assessment Report Heart Lake Road and Countryside Drive Intersection City of Brampton Regional Municipality of Peel Lots 15-16, Concessions 3 East of Centre Road Geographic Township of Chinguacousy Former Peel County, Guelph, 2020.

Bristol, Richard. Chinguacousy Township Survey, 1819.

<http://www.peelregion.ca/pw/water/envIRON-assess/pdf/west-brampton/Appendix-F.pdf>

Bull, William Perkins, From Strachan to Owen – How the Church of England was planted and tended in British North America, Toronto, The Perkins Bull Foundation, George J. McLeod Ltd., 1938.

<http://www.pinet.on.ca/peeldiglib/Bib.asp?PubID=29>

Bull, Wm. Perkins, From Amphibians to Reptiles, The Perkins Bull Foundation, George J McLeod Ltd., Toronto, 1938. <http://www.pinet.on.ca/peeldiglib/Bib.asp?PubID=50>

Bull, Wm. Perkins, Land Registry Record files for Township of Chinguacousy

Butler, Colin. "Corduroy Road Likely One of Waterloo's First-Ever European Built Roads | CBC News." *CBCnews*, CBC/Radio Canada, 4 Apr. 2016,

<https://www.cbc.ca/news/canada/kitchener-waterloo/corduoy-road-represents-waterloos-early-beginings-1.3516984>.

Chinguacousy Township Land Registry Papers, Reel 5, Counter 133, 1818

City of Brampton, Official Plan.

Cochrane, William, The Canadian Album Men of Canada or Success by Example.
Bradley, Garretson & Co., Brantford, Ontario, 1891.
<https://archive.org/details/canadianalbum01cochuoft>

Drawing of Glaciation formation of Esker.

<http://img.geocaching.com/cache/log/3703be1cb157-489d-93b4-2d1da3e5bea5.jpg>

Etobicoke Valley Report, microfilm M88.0037, 1947.

Gillespie, W.M., A Manual of the Principles and Practice of Road-Making: comprising The Location, Construction, and Improvement of Roads, New York, A.S. Barnes & Co., 1850. <https://archive.org/details/manualofprincipi01gill>

Hayden, Dolores, The Power of Place: Urban Landscapes as Public History, The MIT Press, Cambridge Massachusetts, 1995.
<http://www.larduser.net/writingcincy/wpcontent/uploads/2012/03/The-Power-of-Place.pdf>

Heart Lake Conservation Area Master Plan Advisory Committee, Conservation Land Planning Group, TRCA, Heart Lake Conservation Area Master Plan Report, 2006.
<http://www.trca.on.ca/dotAsset/148584.pdf>

Laing, David and Dayle 15 Lynch, John, Directory of the County of Peel for 1873-4, Brampton Progress Chromatic Printing House, Brampton, 1874.
<http://freepages.genealogy.rootsweb.ancestry.com/~wjmartin/peelco1.htm>

Miles & Co., Illustrated Historical Atlas of the County of York Ont., Toronto, 1878.
<http://www.lostrivers.ca/points/corduoy.htm>

Ministry of Natural Resources, Conservation Authorities Act, 1946.
<http://www.mnr.gov.on.ca/stdprodconsume/groups/lr/@mnr/@climatechange/documents/document/289767.pdf>

Northwest Territories Protected Areas Strategy, Eskers, July 2012.
<http://www.nwtpas.ca/science-eskers.asp>

Peel Art Gallery, Museum + Archives (PAMA) Peel County Survey Map, 1835.

Peel Region Planning Maps Site Summaries: Kennedy – Mayfield East (Heart Lake Conservation Area), October, 2011.

[http://www.peelregion.ca/planningmaps/NAI/site_summaries/Kennedy -
_Mayfield_East.pdf](http://www.peelregion.ca/planningmaps/NAI/site_summaries/Kennedy_-_Mayfield_East.pdf)

Pope J.H. Esq., Illustrated Historical Atlas of The County of Peel, Walker & Miles, Toronto, 1877.

https://ia700204.us.archive.org/8/items/illustratedhisto00popeuoft/illustratedhisto00pop_euft.pdf

Regional Municipality of Peel, Settlement History of Peel, PAMA January, 1977

Roy, Thomas, Civil Engineer, Remarks on the Principles and Practice of Road-Making as Applicable to Canada, H. & W. Rowsell, Toronto, 1841.

https://archive.org/details/cihm_21847

Scrivener, Leslie, Trumpeter Swans Making a Comeback in Ontario, The Star, March 29, 2009.

http://www.thestar.com/news/ontario/2009/03/29/trumpeter_swans_making_a_comeback_in_ontario.html

Stantec Inc. (Stantec) 2019 Function and Design Review of the Heart Lake Road Corridor. Stantec.

Strachan, James, A Visit to the Province of Upper Canada in 1819, D. Chalmers & Co., Aberdeen, 1820. <https://archive.org/details/avisittoprovinc00goog>

The Old AAc Road. <http://aacoroad.files.wordpress.com/2010/12/imgp4212.jpg>

Toronto Green Community & Toronto Field Naturalists, Points of Interest Along Lost Streams: Corduroy Roads. <http://www.lostrivers.ca/points/corduroy.htm>

TRCA, 2010 Annual Report - Cultural Heritage: Archaeological Resource Management Service, 2010. <http://trca.on.ca/dotAsset/137483.pdf>

TRCA, Archaeology Resource Management, 2014. <http://trca.on.ca/the-livingcity/land/archaeology/resource-management.dot>

TRCA, Etobicoke & Mimico Creek Watershed Features, 2014.

<http://www.trca.on.ca/theliving-city/watersheds/etobicoke-mimico-creek/watershed-features.dot>

TRCA, Flood Management Program History, 2014. <http://www.trca.on.ca/flood-managementservice/trca-flood-management-program/history.dot>

TRCA, Medicine Wheel Garden (Gitigaan Mashkiki), 2013. <http://trca.on.ca/dotAsset/174533.pdf>

TRCA, State of the Watershed Report: Etobicoke and Mimico Creek Watersheds, December 1998. <http://www.trca.on.ca/dotAsset/25986.pdf>

TRCA, The Stopover Site, Etobicoke Creek Watershed, Brampton, 2014. <http://trca.on.ca/the-living-city/land/archaeology/resources.dot>, <http://trca.on.ca/theliving-city/land/archaeology/resources.dot?#sthash.Ccm3Hybs.dpuf>

Tremaine, George R., Tremaine's Map of the County of Peel, Canada West, Toronto, 1859. http://canadianheadstones.com/estore/index.php?recid=17&maincat_id=5&page=1

Weaver, Grant, History of Markham Ontario, 2013. http://www.guidingstar.ca/Markham_Ontario_History.htm

Wikipedia, Esker, 2014. <http://en.wikipedia.org/wiki/Esker>

11. Appendix

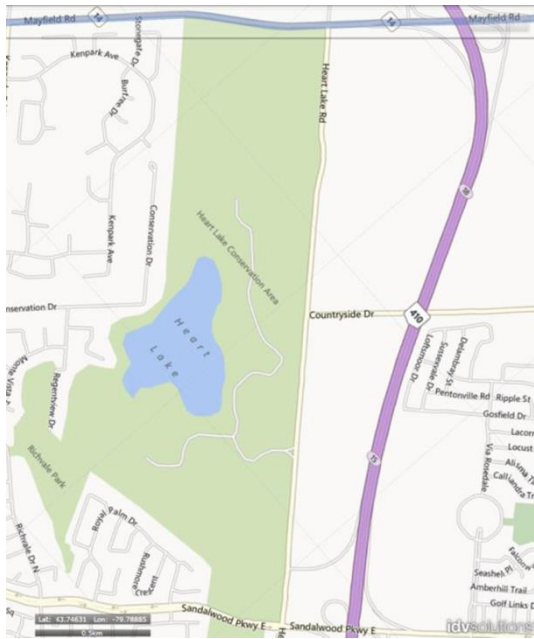


Figure 1: Map of Heart Lake Road from Sandalwood Pkwy E to Mayfield Rd, 2014
(Source: City of Brampton)

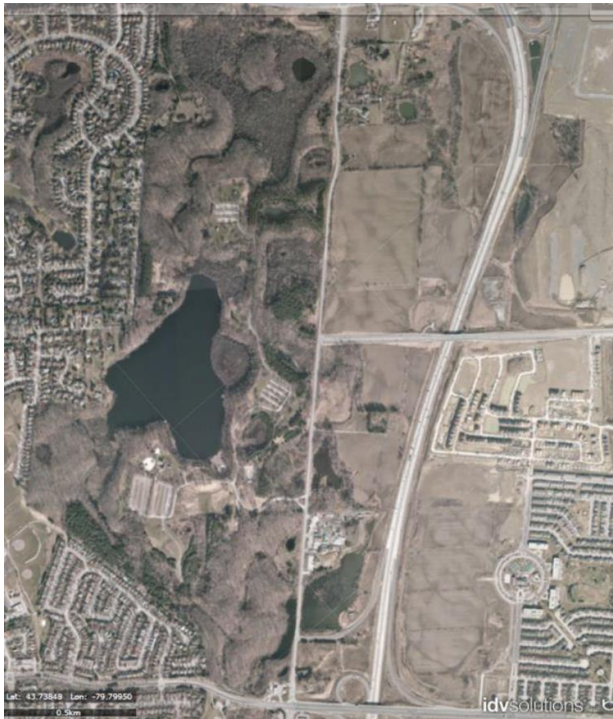


Figure 2: Aerial view of Heart Lake Road from Sandalwood Pkwy E to Mayfield Rd, 2014
(Source: City of Brampton)



Figure 3: Aerial view of Heart Lake Road from Sandalwood Pkwy E to Mayfield Rd and surrounding area, 2014 (Source: Bing Maps)

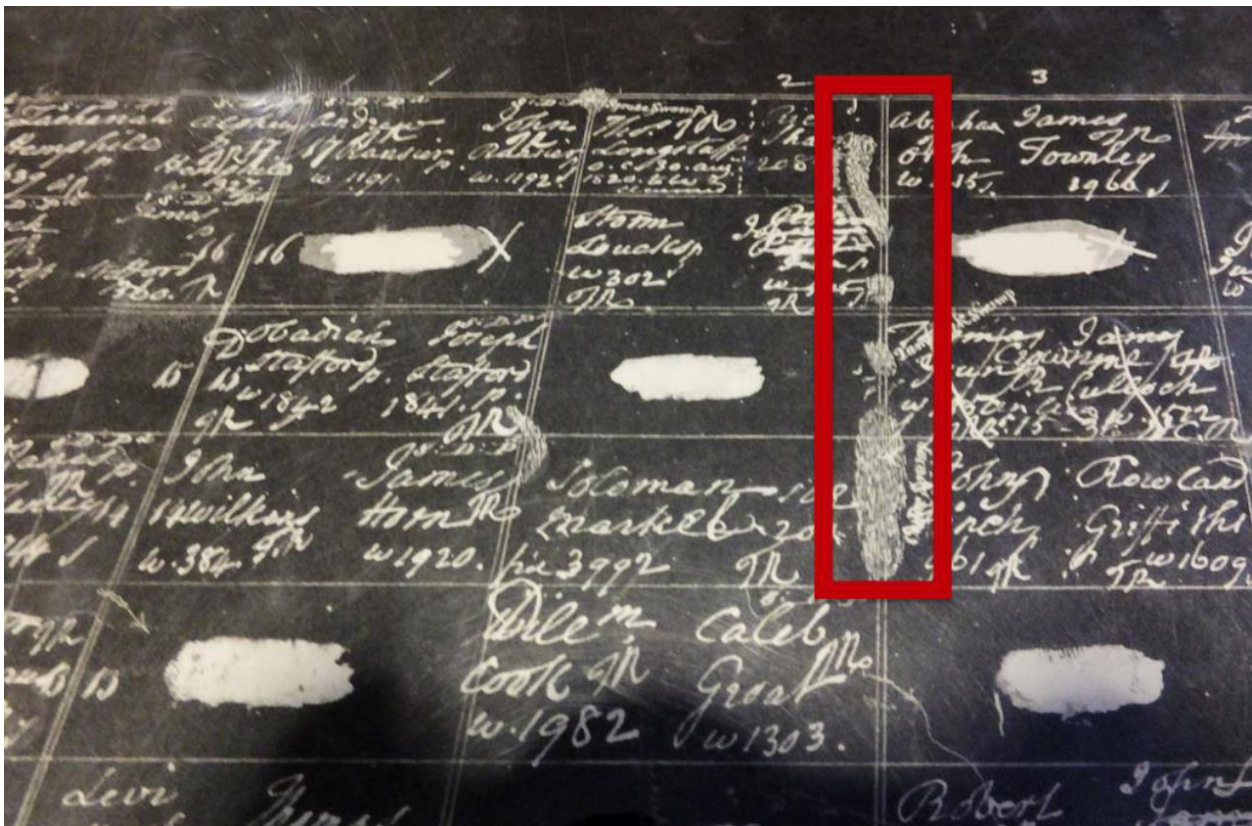


Figure 4: Image of Richard Bristol's survey of Peel County showing the current Heart Lake Road (Concession 2 East) running north-south between the Concession 2 and 3. Note Bristol's scratch lines along much of the subject road length, indicating "Swamp". (Source: Bristol, Richard. Chinguacousy Township Survey, 1819).



Figure 6: Section of Tremain's Map of the County of Peel, 1859 (Source: Tremain, George R., Tremain's Map of the County of Peel, Canada West, Toronto, 1859).



Figure 7: Section of the 1877 Illustrated Historical Atlas of The County of Peel (Source: Pope J.H. Esq., Illustrated Historical Atlas of The County of Peel, Walker & Miles, Toronto, 1877)



Figure 8: Frame superimposed on section of Perkins Bull Historical Series, The County of Peel Map, 1937 (Source: Bull, William Perkins, From Strachan to Owen – How the Church of England was planted and tended in British North America, Toronto, The Perkins Bull Foundation, George J. McLeod Ltd., 1938, p.352)

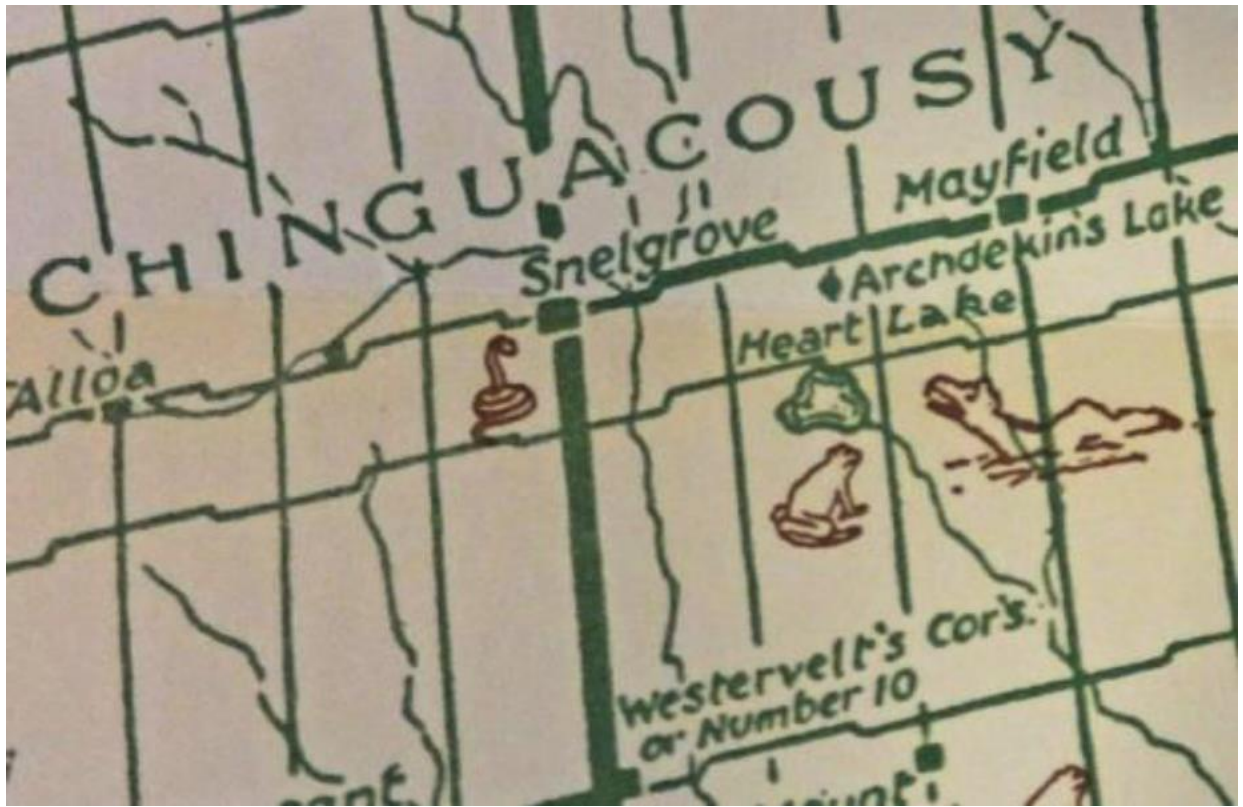


Figure 9: Section showing Sea Serpent at Heart Lake, The County of Peel, drawn for Perkins Bull Historical Series, 1938 (Source: Bull, Wm. Perkins, From Amphibians to Reptiles, The Perkins Bull Foundation, George J McLeod Ltd., Toronto, 1938, p.52)



Figure 10: The purpose of settlement was to secure the land for the Crown, and for the value of farming. “A Location” shows the typical clearing in 1820 with some trees cut and a modest log cabin built on the site. (Source: “1820, A Location”, Etobicoke Valley Report M88.0037, 1947, item 881817)



Figure 11: By 1840, this location was “improved” to having most of the trees cut in favour of plowed fields, fences, more buildings and more farm animals (Source: “1840, An Improved Holding”, Etobicoke Valley Report M88.0037, 1947, item 881818)

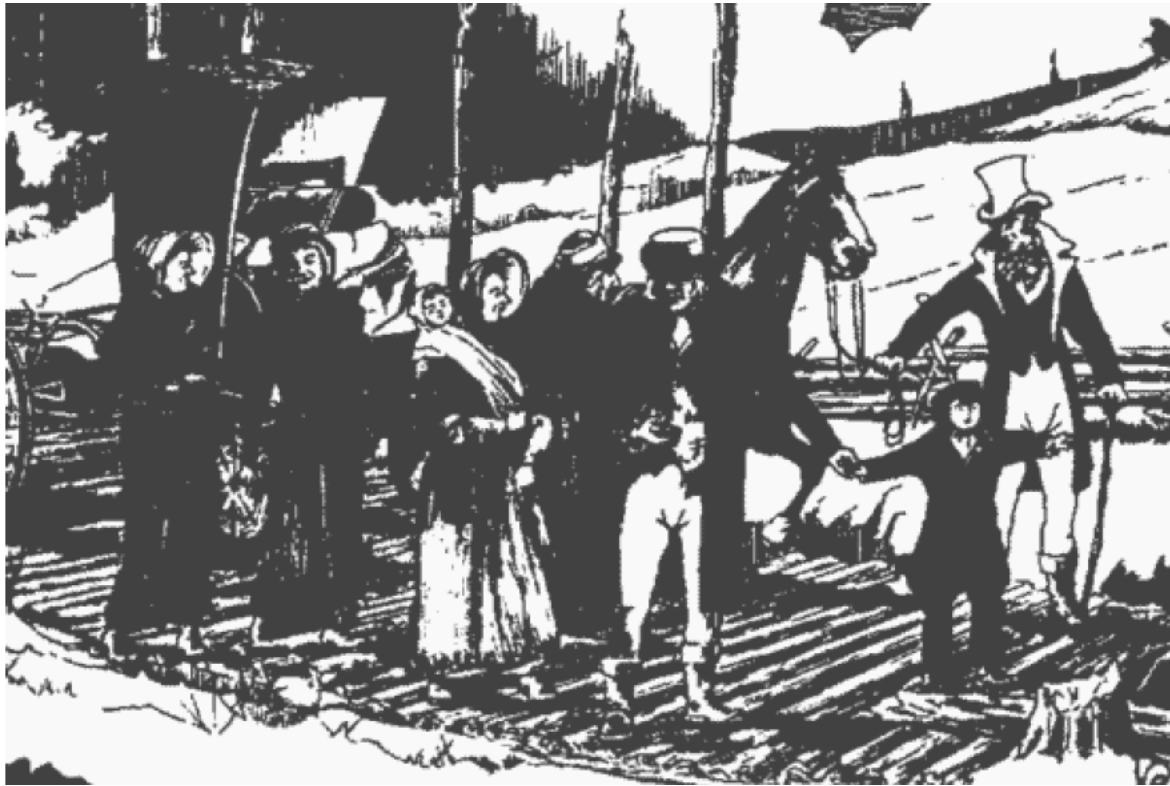


Figure 12: Illustration of Settlers traveling along corduroy road c1815 (Source: Toronto Green Community & Toronto Field Naturalists, Points of Interest Along Lost Streams: Corduroy Roads)



Figure 13: Heart Lake Rd near entrance to Heart Lake Conservation Area (Source: City of Brampton)



Figure 14: Heart Lake Rd near Countryside Drive looking north (Source: City of Brampton)



Figure 15: Short curb section on Heart Lake Road at Sandalwood Parkway, March 2014 (Source: D. Laing)

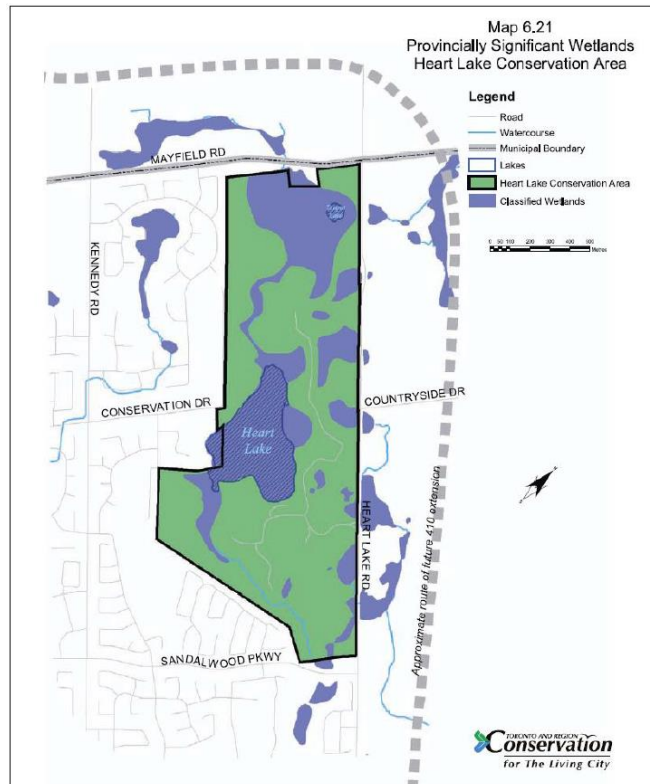


Figure 16: Provincially Significant Wetlands in Heart Lake Conservation Area (Source: Source: TRCA, Heart Lake Conservation Area Master Plan, 2006, Map 6.21)

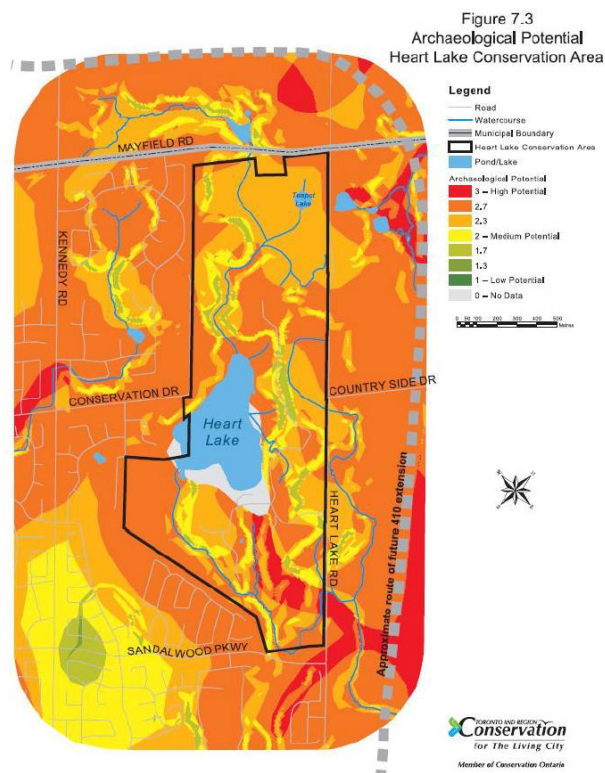


Figure 17: Map illustrating archaeological potential in and around the Heart Lake Conservation Area (Source: TRCA, Heart Lake Conservation Area Master Plan, 2006)



Figure 18: Drawing of esker formation (Source: Wikipedia, Esker, 2014)



Figure 19: Boating on Heart Lake (Source: State of the Watershed Report Etobicoke and Mimico Creek Watersheds, December, 1998,p.33)