



CULTURAL HERITAGE IMPACT STATEMENT

CULTURAL HERITAGE LANDSCAPE ASSESSMENT FOR 821, 825 & 829 LILY LAKE ROAD SUBDIVISION

PART LOT 11, CONCESSION 1, CITY OF PETERBOROUGH IN
THE PROVINCE OF ONTARIO

Submitted to:
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WSP Canada Inc. Project Number

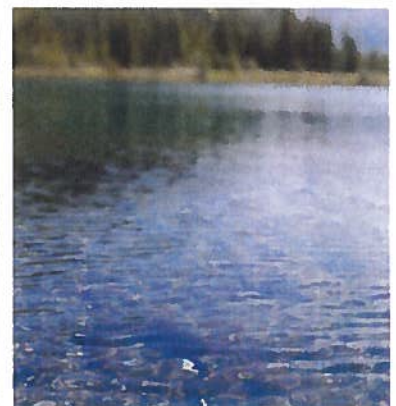
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AUGUST 6, 2014

ORIGINAL REPORT



ARCHAEOLOGY AND
CULTURAL HERITAGE



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EXECUTIVE SUMMARY

WSP Canada Inc. (WSP) was retained by Brian Fenton of 2131222 Ontario Inc. to prepare a Cultural Heritage Impact Statement (CHIS) for the view shed to be impacted by the proposed development of the properties located at 821, 825 and 829 Lily Lake Road, Part Lot 11, Concession 1, City of Peterborough.

This assessment has been triggered by the proposed development of the vacant land located at 821, 825 and 829 Lily Lake Road, Part Lot 11, Concession 1, City of Peterborough. The concept plan indicates development of single detached homes, townhomes, medium density units, a commercial block and an institutional block with main access from the south side of Lily Lake Road. Prior to any development of the land, the City of Peterborough requires the submission of a CHIS to assess the cultural heritage significance of the Jackson Creek Valley/Trans-Canada Trail as a Cultural Heritage Landscape and to identify measures for conserving features of cultural heritage significance.

This study involved a review of documents pertaining to the property including mapping and local histories and consultation with the City of Peterborough Heritage Planning staff to scope the terms of the assessment.

This assessment does not seek to designate any structures in the area under investigation as areas having cultural heritage value or interest, **as there are currently no built structures on the property** and an archaeological assessment has been completed. The primary concern of the City of Peterborough is the cultural heritage landscape.

The Cultural Heritage Landscape recommendations have been made based on the review of archaeological assessment reports, property inspection and a background historical review of the area. These recommendations include the following:

- **Prior to construction, the contractor must become familiar with the identified cultural heritage landscapes adjacent to the area of the undertaking;**
- **During construction and after the completion of construction activities, City of Peterborough heritage planning staff should inspect the property to confirm that there are no unanticipated adverse impacts on the cultural heritage landscapes; and,**
- **The Developer should undertake mitigation strategies (set back from the area of archaeological concern) and compensation measures (re-vegetation with native species) as outlined herein to reduce the impacts on the cultural heritage landscapes.**

PROJECT PERSONNEL

Project Manager	Douglas A. Yahn, MES (P365) <i>Senior Archaeological Consultant</i>
Report Preparation	Cecilia Lindqvist, BA <i>Cultural Landscapes</i>
	Douglas A. Yahn, MES (P365) <i>Senior Archaeological Consultant</i>
Heritage Reviewers	Douglas A. Yahn, MES <i>Senior Archaeological Consultant</i>
	Ezequiel Pinto-Guillaume, PhD <i>Landscape Archaeologist</i>

1

COMPANY PROFILE

WSP is one of the world's leading professional services firms, working with governments, businesses, architects and planners and providing integrated solutions across many disciplines. The firm provides services to transform the built environment and restore the natural environment, and its expertise ranges from environmental remediation to urban planning, from engineering iconic buildings to designing sustainable transport networks, and from developing the energy sources of the future to enabling new ways of extracting essential resources. It has approximately 16,800 employees, mainly engineers, technicians, scientists, architects, planners, surveyors as well as various environmental experts and design professionals, based in more than 300 offices, across 30 countries, on 5 continents.

1.1 QUALIFICATIONS AND EXPERIENCE

The Heritage Impact Statement has been completed by Cecilia Lindqvist, professional cultural landscapes specialist, and Douglas Yahn, professional archaeologist.

1.1.1

CECILIA LINDQVIST, BA – PROFESSIONAL CULTURAL LANDSCAPES SPECIALIST

Cecilia is a cultural heritage specialist focused on historical buildings and landscapes with many years of experience in development and assessment of sites which undergo physical spatial planning. She has a background working as a cultural heritage expert at the Swedish County Administration Board, where she was responsible for preservation and development of cultural heritage within regional and municipal physical planning. Cecilia has also assessed whether objects should become listed according to The Heritage Conservation Act (SFS1988:950).

Cecilia has been a project manager for numerous regional and national Swedish assessments focused on how cultural heritage can be protected by the national Planning and Building Act. She has also worked as a cultural heritage expert for the Swedish central government National Board for Housing, Building and Planning.

1.1.2 DOUGLAS A. YAHN, MES – SENIOR ARCHAEOLOGICAL CONSULTANT

Douglas holds a Professional license to conduct archaeological fieldwork in the Province of Ontario. He is a specialist in archaeological assessment, excavation project management and archaeological, historical and heritage research. His experience includes Stage 1, Stage 2, and Stage 3 Archaeological Assessment and Stage 4 Mitigation of Development Impacts carried out in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists* in association with First Nations groups, municipal, industrial and government agencies. He has also performed historical research for various organizations and individuals.

Douglas is an active member of the greater archaeological community. He is a member of the Canadian Archaeological Association (CAA) and the Ontario Archaeological Society (OAS). He currently sits on the Executive Board of Directors for the Thunder Bay Historical Museum and the Board of Directors for the Association of Professional Archaeologists. He is also a Professional Associate at Lakehead University.

2 PROJECT CONTEXT

2.1 OBJECTIVES

A Heritage Impact Statement is a required study to be submitted for development proposals where there is the potential to impact to Built Heritage (BH) and/or Cultural Heritage Landscape (CHL) resources. This could be the result of development or site alteration on the property itself or on adjacent properties. The content of Cultural Heritage Impact Statement should:

- Identify the presence and significance of cultural heritage resources and landscapes on or adjacent to a proposed development site;
- Describe the positive and adverse impacts on the heritage resources that may reasonably be expected to result from the proposed development;
- Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts;
- Demonstrate that the proposal will not adversely impact the defined cultural heritage value of the property, Heritage Conservation District, and/or its streetscape/neighborhood.

A CHIS is intended to provide an independent professional opinion regarding the impact of proposed developments on cultural heritage resources; it is not intended to form the City's professional opinion.

Land use planning policies, and guidelines, such as those contained within Secondary Plans, Community Design Plans, the Official Plan and documents such as infill guidelines etc. are not addressed in a CHIS. When a CHIS is prepared in response to an application under the *Planning Act*, the impact of the proposed application on cultural heritage resources will be addressed.

The authority for the Heritage Impact Statement is derived from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, and Section 2.6 of the *Provincial Policy Statement*, 2014.

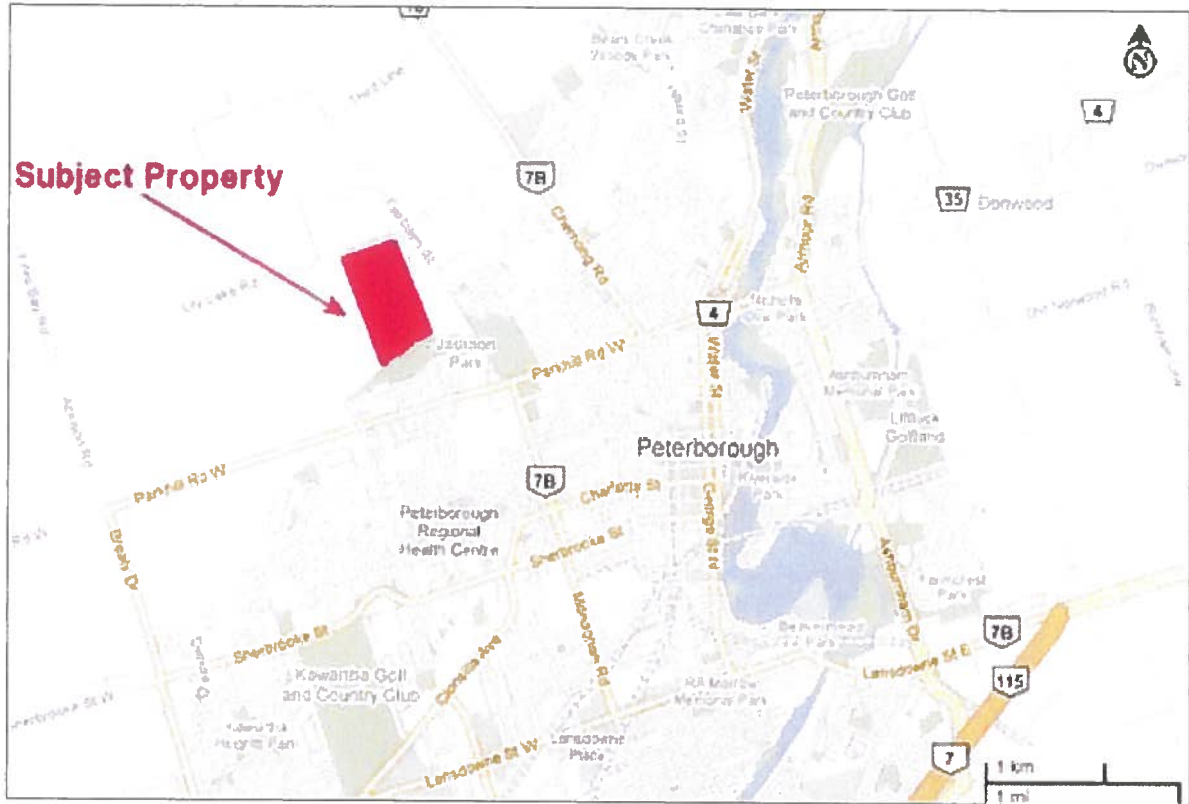
2.1.1 SCOPE OF THE REPORT

The content of this report is specifically directed towards an assessment of the cultural heritage significance of the Jackson Creek Valley and the Trans-Canada Trail as Cultural Heritage Landscapes and identifying measures for conserving features of cultural heritage significance on the property.

The Draft Plan of Subdivision is included as [APPENDIX A](#) for reference throughout this document.

2.2 PROJECT LOCATION

The subject property is located at 821, 825 and 829 Lily Lake Road, Part Lot 11, Concession 1, City of Peterborough in the Province of Ontario. The subject property is a roughly 103 acre (41.6 hectare) parcel of land consisting of lightly wooded areas and recently active farm land (cultivated fields and permanent pasture) on the north side of Jackson Creek and south of Lily Lake Road.



Property Location

2.3 HISTORICAL CONTEXT

2.3.1 HISTORIC DOCUMENTATION

The subject area is located within the City of Peterborough, which is situated on the Otonabee River in south eastern Ontario.

2.3.2 PRE-CONTACT PERIOD

Peterborough and the surrounding area have a rich cultural history extending into the precontact period. Use and occupation of the area began around 11,000 years ago with the arrival of hunter-gatherer groups who were exploiting the resources of the newly opened lands following deglaciation. This Palaeo-Indian tradition is characterized by the manufacture of tools from rock materials and included projectile points, gravers and scrapers.

It is likely that additional materials were in use such as bone, wood and other materials – although evidence of this material is unlikely to have survived. As subsistence strategies changed in response to environment and technological change occurred, the archaeological definition of area cultures also changed. The Archaic tradition (beginning around 10,000 BP) is defined by the appearance of ground stone tools, fishing implements, copper tools and other innovative shifts in technology. The appearance of pottery was the salient marker of the beginning of the Woodland tradition (beginning around 3,000 BP). By this time, trade relationships with other regions were well established and social complexity had greatly increased. Incipient agriculture in some regions began a transition to agricultural villages. By the time Europeans arrived in this area, agricultural communities with allied regional populations were also present. The following table represents a broad Cultural Chronology of Southern Ontario (after York North Archaeological Services Inc. 2014):

PERIOD	SUB-PERIOD	GROUP	DATE RANGE	COMMENTS
EARLY PALAEO	FLUTED POINT	GAINEY	11,000-10,700 BP	SOME BIG GAME & HERD ANIMALS SUCH AS CARIBOU; ARCTIC FOX AND PTARMAGAN
		CROWFIELD	10,700-10,400 BP	
LATE PALAEO		HOLCOMBE	10,300-10,000 BP	
		MADINA	10,200-9,800 BP	
		HI-LO	10,000-9,500 BP	
EARLY ARCHAIC	BIFURCATE BASE & SERRATED	KIRK	10,000-8,000 BP	SMALL NOMADIC HUNTING GROUPS SOME GATHERING
		STANLEY		
MID ARCHAIC		LAURENTIAN	8,000-4,000 BP	TERRITORIAL DIVISIONS
LATE ARCHAIC		LAMOKA	4,500-3,700 BP	GROUND STONE TOOLS
	BROADPOINT	GENESSEE	3,800-3,400 BP	
		CRAWFORD KNOLL	3,500-2,500 BP	
		GLACIAL KAME	2,100 BP	ELABORATE BURIALS WITH RED OCHRE
WOODLAND	EARLY	MEADOWOOD	3,000-2,400 BP	CERAMICS INTRODUCED
		RED OCHRE	3,000-2,500 BP	RED OCHRE BURIALS
	MIDDLE	POINT PENINSULA	2,400-1,500 BP	LONG DISTANCE TRADE
		PRINCESS POINT	1,500-1,200 BP	EARLY HORTICULTURE
	LATE	PICKERING	1,200-700 BP	VILLAGES & AGRICULTURE
		UREN	700-650 BP	LARGER VILLAGES
		MIDDLEPORT	650-550 BP	
		HURON	600-350 BP	VILLAGE WARFARE
HISTORIC	EARLY	ODAWA	300-125 BP	SOCIAL
		OJIBWAY	300-125 BP	CONTACT, EURO-CANADIAN
	LATE	EURO-CANADIAN	225-PRESENT	EUROPEAN FUR TRADE, SETTLEMENT

Groups such as the Mississaugas of Rice Lake (now the Hiawatha First Nation) occupied this area for thousands of years before European contact. Nearly 2000 years ago, people of the Point Peninsula

error

Complex built a series of earthen mounds for ceremonial, religious and burial purposes. Archaeological excavations have shown the people had sophisticated knowledge to build the massive earthworks. Nine mounds or burial places have been located at the south end of the park. Serpent Mounds Park (approximately 30 km southeast of Peterborough in Otonabee-South Monaghan Township) includes an effigy mound, four to six feet high and nearly two hundred feet long, with a related egg-shaped mound by its mouth.

First Nations groups from the surrounding lands, such as Chemong Lake, are examples of additional Aboriginal peoples descended from those who once occupied the area. Archaeological findspots in the area support early occupation by the ancestors of current Aboriginal populations.

Site BbGo-25 (Tate Farm) produced cultural material in a single Stage 2 shovel test and subsequently in a single Stage 3 test unit overtop of the positive shovel test. A total of 13 square meters were excavated around this initial unit, none of which produced any additional material. This site appears to be a small, single use prehistoric lithic reduction event. No further archaeological study is recommended.

Site BbGo-26 (Lily Lake) produced nearly two dozen artifacts (primarily lithics and ceramics) during Stage 2 shovel testing. Positive tests occurred within an area of about 40 by 40 meters on the north side of Jackson Creek. An extensive Stage 3 test excavation pattern laid down across the site confirmed site boundaries, demonstrated the presence of undisturbed subsoil features, and identified this as an early Late Woodland (likely Pickering phase) site.

In the pre-contact period the creek was probably used by Aboriginal peoples as a water resource for fishing and as a transportation route.

2.3.3 STUDY AREA SPECIFIC HISTORY

The following historical information was taken from the archaeological assessment report prepared by Dr. Lawrence Jackson of Northeastern Archaeological Associates:

Prior to 1825, there were less than 500 settlers in all of the townships north of Rice Lake. In 1825, the Honourable Peter Robinson brought 415 Irish families to settle Peterborough County. Other early settlers came in 1825 through 1830 through the Scottish Emigration Societies. Peterborough County was created in 1845 from the north riding of Northumberland County. The first bridges across the Otonabee were built in Peterborough, Nassau and Lakefield where there were sawmills and gristmills. In 1850, the United Counties of Peterborough and Victoria were formed as part of Colbourne District. The two counties again separated in 1861. Peterborough was incorporated as a town in 1850 and in 1905 as a city.

Samuel Kelly built a steam-powered mill in Bridgenorth on Chemung Lake in 1852 with timber rights through much of Smith and Harvey townships. The nearby Village of Bridgenorth was part of an extensive tract purchased in 1818 by Thomas Ward. William Valley built the first house and tavern and in 1841 Cornelius Herington became the second resident of Bridgenorth. With the building of the Kelly Mills in 1852 the village grew rapidly. The first Post Office was opened in 1854 and the mile-long floating bridge across Chemung Lake shortly after (Cole 1975; Poole 1867).

Land Registry records indicate that the original patent for the property was in 1829 to the Canada Company, which then sold to James Harvey in 1834. Between 1849 and 1881, 33 transactions took place, with the Walton family gaining primary ownership through the purchase of several small parcels of land. In 1882 the Midland Railway Co. bought a portion of the south half of the property.

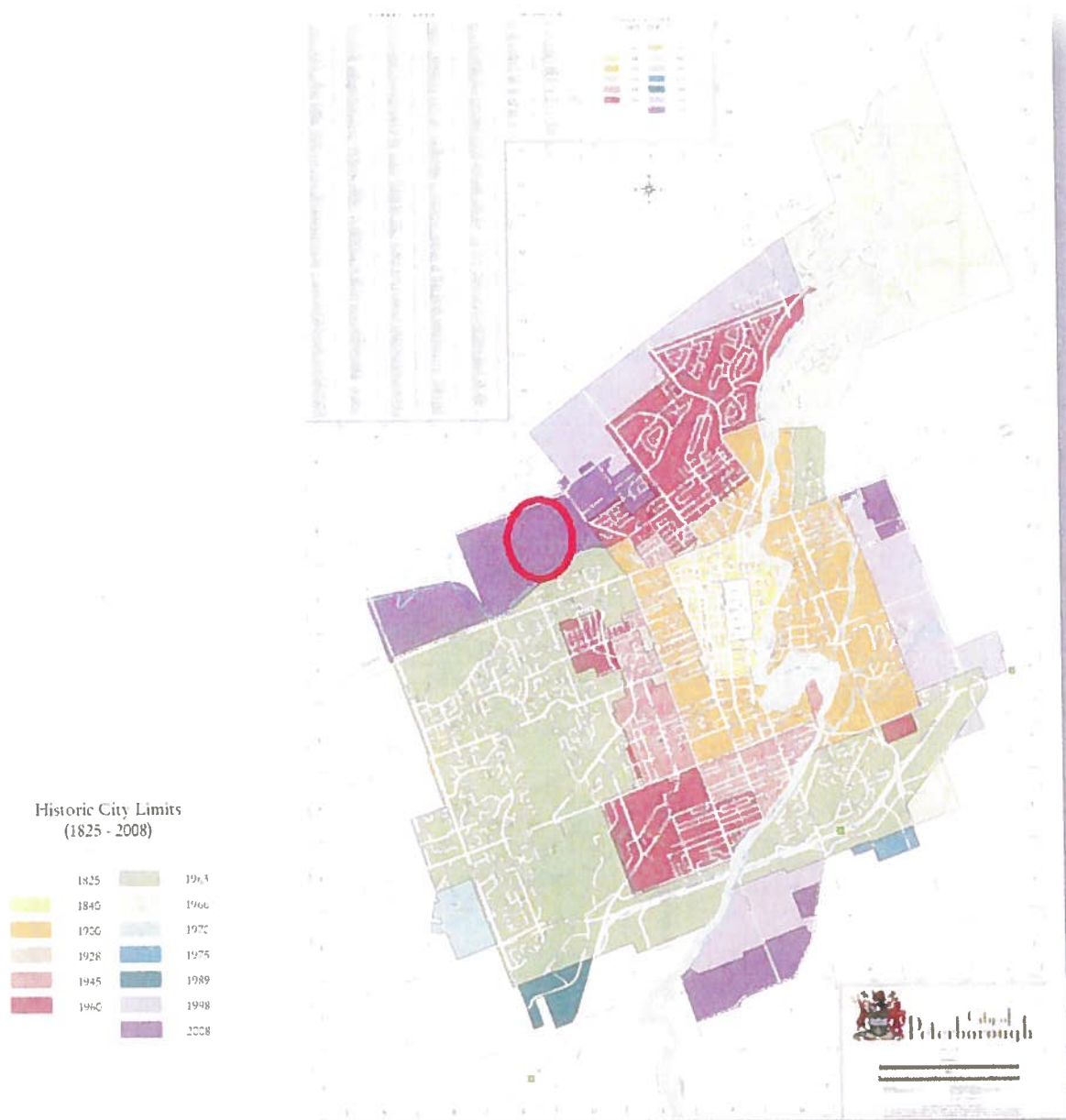
The 1878 historic atlas map for Smith Township (see Figure 4) shows the location of the railway just south of the subject property beside Jackson Creek. Cameron's (1896) map of the City of Peterborough shows the Grand Trunk Railway entering the south end of the subject property. From 1882 to 1910, 35 transactions took place. The Hall and the Middleton families were the primary proponents in these transactions. The south section of Lot 11 has changed ownership several times since then, including part being sold to the Hydro Electric River Commission of Ontario in 1937 and to the Director of the Veterans Land Act in 1946 and 1947. The subject property farm extends northerly to Lily Lake Road and southerly to Jackson Creek, and was bought by the Tate family in 1932 and has remained in the family since that time. [Northeastern Archaeological Associates 2011: 7]

As industry developed around the property, the steep slopes of the creek were created by human land use (dams, sawmills, etc.). The steep gradient of Jackson Creek made the stream attractive to early water power development and was an important factor in the development of industry in Peterborough. By the 1870s about 19 factories were utilizing the creek's water power between its junctions with the Otonabee River and upstream to approximately what is today Parkhill Road.

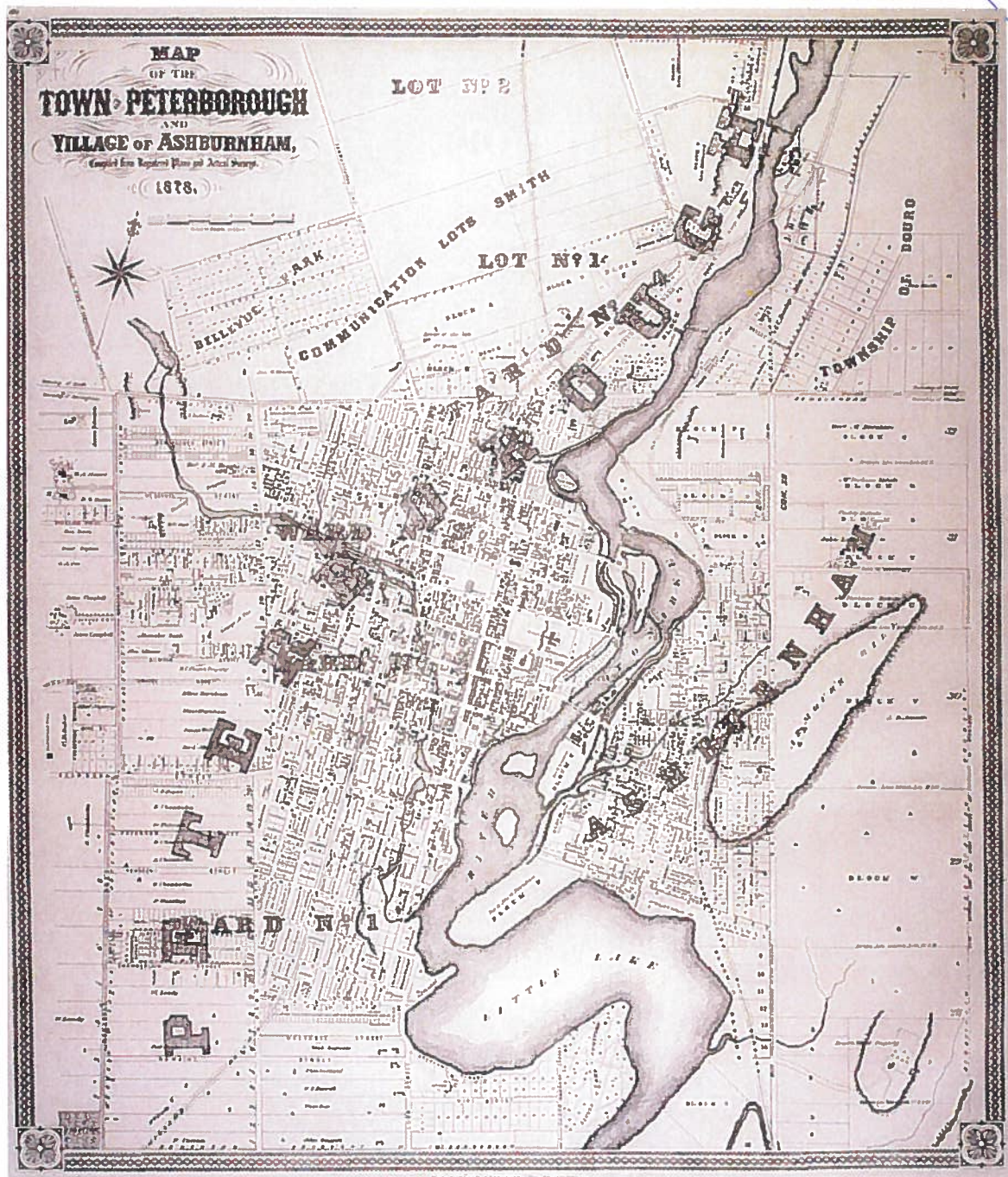
The demand of increased industrial power, combined with the reduced flow of water in the creek resulting from agricultural settlement upstream, lead to a gradual decline in water powered mills at the end of the 19th century.

Jackson Creek was not only useful for water power; it also provided a conduit for removing industrial and municipal waste. By the early 20th century, Jackson Park was the only section within Peterborough that showed the creek to its full scenic advantage.

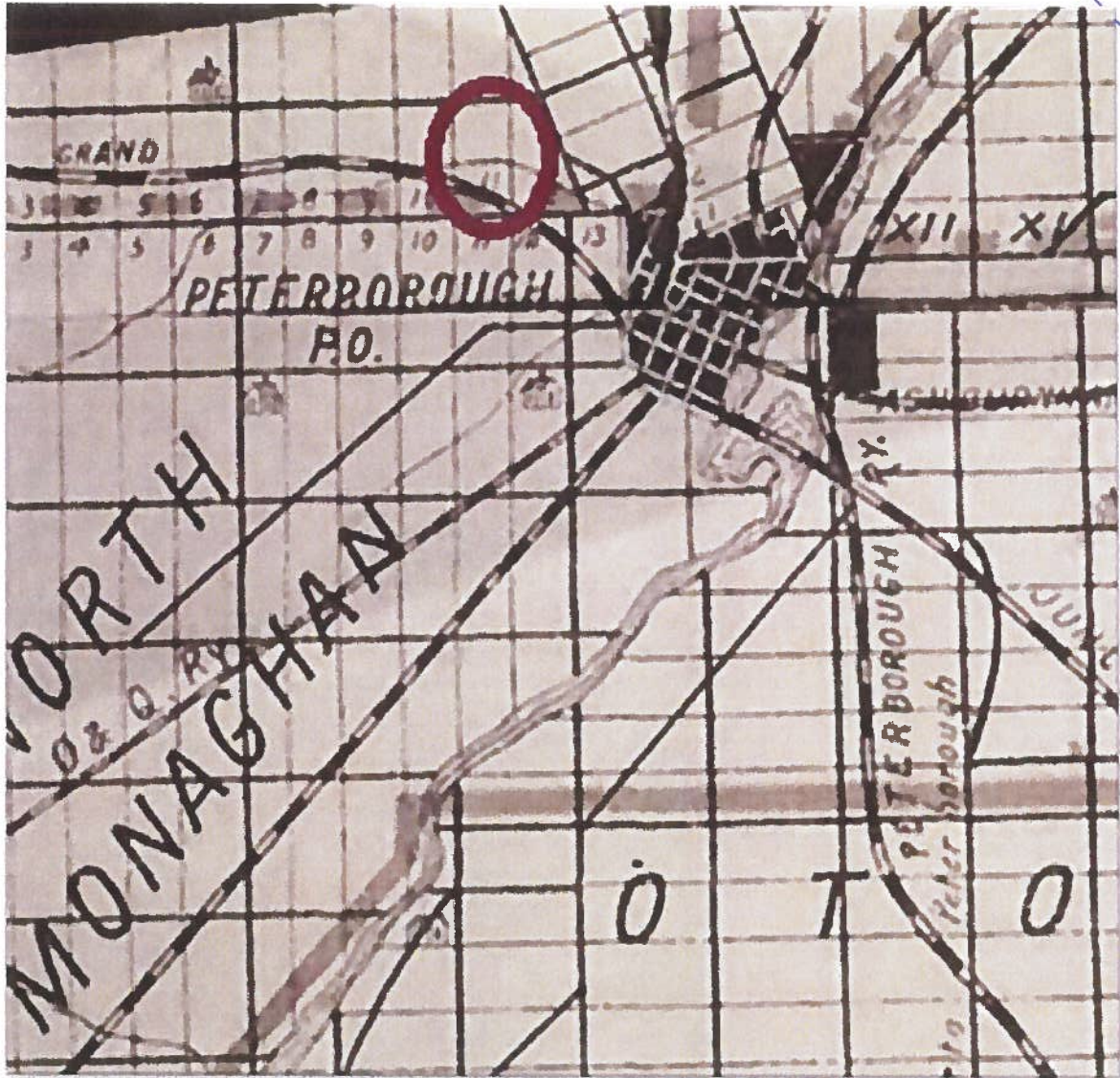
HISTORIC CITY LIMITS, THE CITY OF PETERBOROUGH



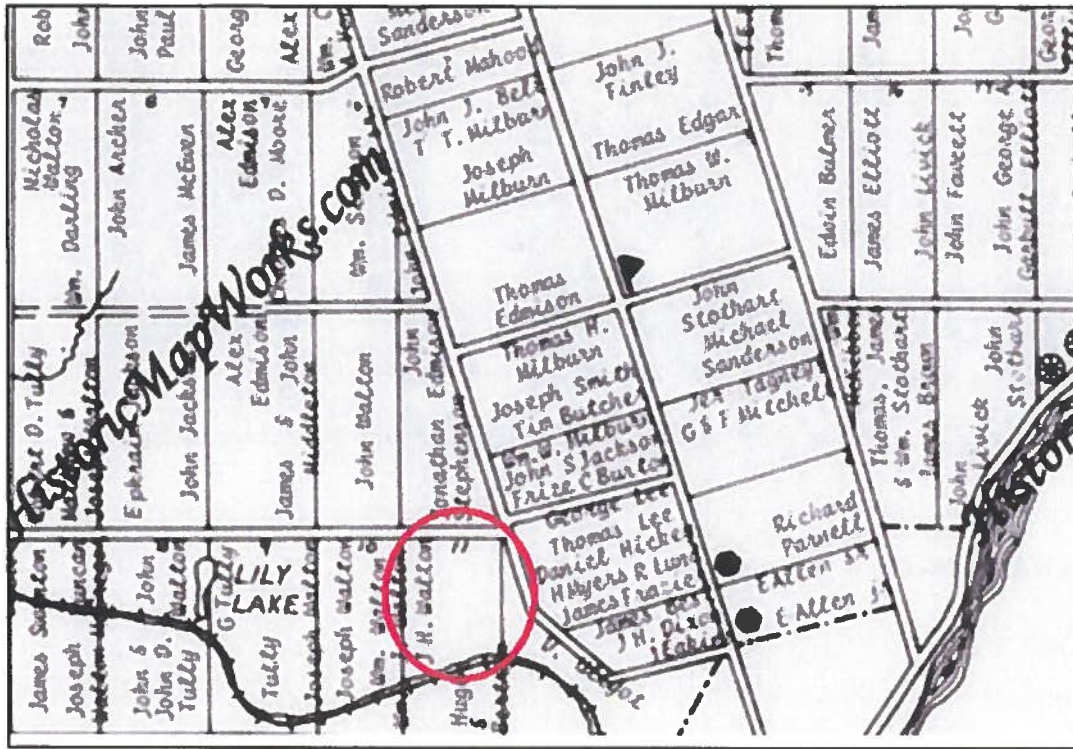
The subject area marked with a red circle.



City of Peterborough, map from 1878



City of Peterborough, map from 1883. The subject area marked with a red circle.



Map from 1885. The subject area marked with a red circle.

2.3.4 LANDSCAPE – PHYSIOGRAPHY

The predominant topographical character of the study area is defined by a large drumlin running in a northeast direction and allows for natural drainage to both Lily Lake and Jackson Creek. The Jackson Creek valley creates a very distinctive physical setting. The creek is located within a former glacial spillway that is characterized by a deep valley, up to 25 m, with steep slopes. Within the study area, the valley is relatively narrow but it widens out considerably within the east part of the study area. By the creek there are wider flatter plateaus which contain traces of prehistoric land use. The main drainage is provided by the Otonabee River, located east of the study area. The City of Kawartha Lakes and the Greater Peterborough Area Agricultural Economic Impact and Development Study (2006) discusses the Peterborough Drumlin Field:

The drumlins in the Kawartha Lakes area are more scattered and not as well formed as in other areas. Around Lindsay, the landscape is described as a "drumlin and clay flat", due to the deposits of clay which lie between the drumlins. The uniform slopes of most drumlins in this municipality are amenable to contour cultivation and strip cropping. Almost half of the farmland is used for grazing, and a little less than half of the cropland is used for hay.

The drumlins are most typical in form and most densely distributed in the County of Peterborough... The northeast/southwest direction of the drumlins contrasts to the north-south/east-west lot lines of most properties, resulting in many triangular and diamond shaped fields, along with odd corners that have much value and appeal as residential building lots.



Map showing the topography of the landscape. The study area is marked within a red ellipse.

The southeast corner of the area contains a drainage draw which runs in a northwest direction through the area. There is also a small, intermittent watercourse in the northeast corner of the property.

Lily Lake Road makes up the city of Peterborough's northern municipal boundary. To the north is the Township of Selwyn (formerly known as the Township of Smith-Ennismore-Lakefield), which is characterized primarily by rural and agricultural land uses. Rural residential uses are located on the north side of Lily Lake Road along Eastwood Road, as well as along Patricia Crescent, immediately west of Fairbairn Street. To the east, across Fairbairn Street, there are existing low-density residential and community park areas. To the south we find Jackson Park, Jackson Creek and its associated valley lands, the Trans-Canada Trail and existing low-density residential areas on either side of Parkhill Road. Further south there are additional low-density residential and community commercial areas as well as a developing residential plan for the subdivision south of Jackson Creek. To the west, we find the Jackson Creek East Provincially Significant Wetland, as well as Lily Lake and agricultural areas.

3

HERITAGE DESCRIPTION

3.1 HERITAGE FRAMEWORK

Section 27 of the *Ontario Heritage Act* requires the clerk of every local municipality to keep a current, publicly accessible register of properties of cultural heritage value or interest situated in the municipality. The register must include all properties in the municipality that are designated under the *Ontario Heritage Act*. The *Ontario Heritage Act* also allows municipalities to "list" on the municipal register properties of cultural heritage value that have not been designated. Listing is a means to formally identify properties that may have cultural heritage value or interest to the community.

There are no structures on the property. As such, the property does not contain any designated heritage buildings or listed heritage buildings in the municipal register. A database search does not indicate that any landscapes on the subject property are provincially significant/easement properties or associated with national historic sites.

In 2013, the City of Peterborough initiated a Heritage Conservation District Study, which intended to explore heritage designations in the areas known as the Avenues, the Old West End and Dickson Mills. The subject property is not part of a currently designated heritage district.

The City's Official Plan references the duty to protect, preserve and enhance the natural and urbanized landscape. The Municipal Cultural Plan focusses on built heritage, natural heritage, landscape, in the City and emphasizes the cultural role that will be played by Peterborough's downtown. The City has a desire to strengthen heritage in the municipal regulatory framework and continue to incorporate culture into all neighborhoods.

3.2 HERITAGE THEMES

3.2.1 CONTINUITY OF HABITATION

The subject area has been used by people for thousands of years. Archaeological evidence suggests that the site was used early in the precontact period and into the Late Woodland period prior to the arrival of European settlers. As European settlers arrived in the area, the demographics and land use began to change. The current landscape developed from the land use activities associated with the roots of the City of Peterborough's development in the 1820's. The City has expanded much since that time, predominantly east of the River and in north-south direction. In the 1960's there was a large scale of expansion just south of Jacksons Creek on the opposite side of the subject area. The study area is located in the east part of the City of Peterborough. The "A2" area was incorporated with the city boundaries in 2008.

The proposed site is a part of a larger rural landscape historically belonging to the Smith Township. The Lot was integrated in the City of Peterborough in 2008. Until recently, the fields have been kept in active

use. The landscape tells of the agricultural land use and the Lot systems in place during the 19/20th century. The property has smaller and traditional divided fields, and visible outer borders showing the pattern of the former Lot from the early 19th century.

3.2.2 RURAL LANDSCAPE

The property will be remembered as a representation of the local agricultural tradition.

The study area and its surroundings were established as farmsteads in the beginning of the 19th century. This agrarian land use pattern still remains dominant in northwestern area of Peterborough.

Land Registry records indicate that the original patent for the property was in 1829 given to the Canada Company, which then sold to James Harvey in 1834. Between 1849 and 1881, 33 transactions took place, with the Walton family gaining primary ownership through the purchase of several small parcels of land. In the 1870's the Lot is owned by the farmer Joseph H. Walton born in Smith Township in 1831. The adjacent Lot 10 was at the end of the 19th century owned by the farmers Joseph and William Walton. William was probably the brother of Joseph born in 1835.

In 1882 the Midland Railway Co. bought a portion of the south half of the property. Following the Midland purchase in 1882, 35 transactions took place prior to 1910. The Hall and the Middleton families were the primary proponents in these transactions. For example, the south section of Lot 11 has changed ownership several times during the property's history, including part being sold to the Hydro Electric River Commission of Ontario in 1937 and to the Director of the Veterans Land Act in 1946 and 1947. Also, in the northeast corner, a Lot was sold and a house was built on the former part of the fields.

To the north, the subject property farm extended to Lily Lake Road and to the south, to Jackson Creek, and was bought by the Tate family in 1932 and has remained in the family since that time.

RURAL AGRICULTURAL LANDSCAPE IN THE URBAN FRINGE



Rural Agrarian Landscape (after Northeast Archaeological Associates 2011)



Arial view showing the agrarian footprint and the structure of land use



Current photo of the landscape facing Lily Lake Road

3.2.3 TRANSPORTATION (RAILWAY/TRAIL)

In the south part of the Lot close to the Creek runs the embankment of a single railway track area built in 1882. The railway was abandoned 1992 and today it contains a part of Trans-Canada Trail. The Trans-Canada Trail, as a whole, spans 17,000km across the nation and (upon completion) is expected to span 24,000km and link more than 1,000 communities. Locally, its physical form consists of a long, gravel multi-use trail for bicycle and pedestrian traffic bordered by trees. It currently connects Peterborough, Omemee, and Lindsay to the rest of the system. The embankment illustrates the development of an urban socioeconomic situation and the need for new transportation systems in the second half of the 19th century. Further on, the embankment without railway track illustrates the changed necessities which were related to the development of the new means of transportation in the form of airplanes and cars in the 20th century.

The 1878 historic atlas map for Smith Township shows the location of the railway just south of the subject property beside Jackson Creek. Cameron's 1896 map of the City of Peterborough shows the Grand Trunk Railway entering the south end of the subject property.

Before the railway, travel and the movement of goods in Upper Canada were primarily dependent on waterways and to some extent on roads. Needless to say, both of these traditional modes of transportation relied very much on the seasons and the weather.

Agitation for a more efficient mode for the movement of goods and people (in that order) had started to build with the news of the introduction of railroad travel, but the economic depression of 1837 and the years following were bad years for Upper Canada and for railway development, especially in view of the

unsettled economic and political conditions in Europe in general and in England in particular, on whose financial houses the crucial investment in railway ventures depended.

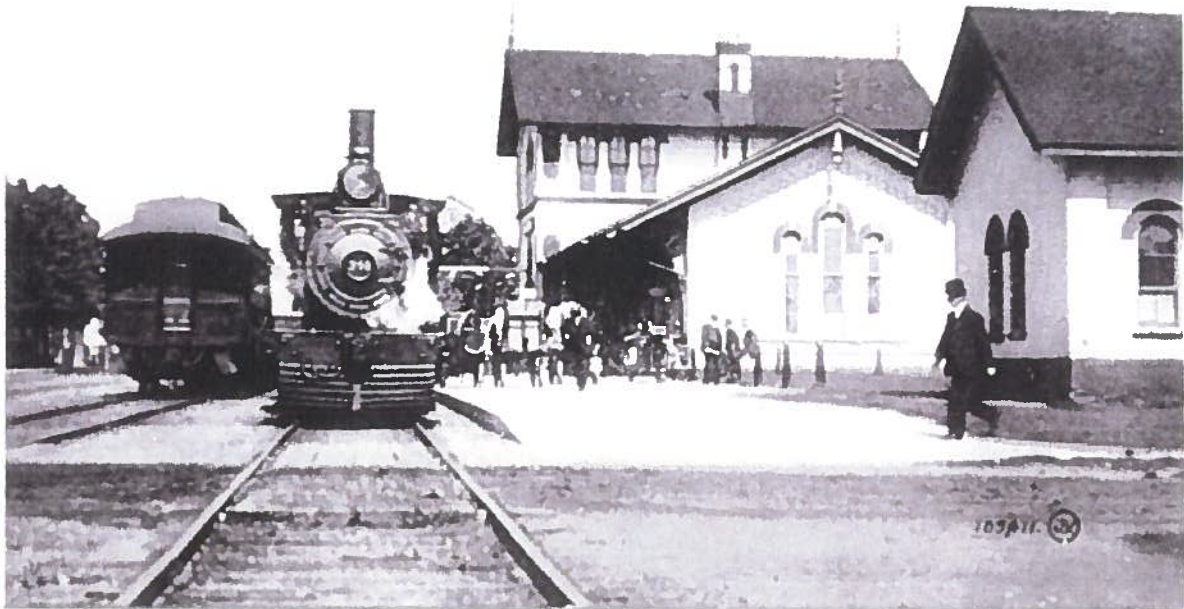
In 1882 a single track railway was constructed along Jackson Creek as part of a route built by the Midland Railway to connect Peterborough with Omemee, to the west. The construction began in 1882, and was completed in late 1883 and officially opened for revenue service on January, 1884.

The track followed the valley in order to get a level route through the rough topography of the glacial landscape around Peterborough. The Midland Railway line through Jackson Creek provided a more direct route to Toronto via Omemee. The section of track was known locally as the "missing link." The Midland Railway was later owned by the Grand Trunk Railway and finally the Canadian National Railway.

The World War II movements of people and goods had sustained the railways into the 1950s, but with the advent of the automobile within the reach of most people in the burgeoning post-war economy, and the development of bus and truck service, the traditional railway service was doomed. The final blow was the cancellation of the lucrative post office bread-and-butter mail contracts in favor of the truck and airplane. As a generality, the traditional "mixed" service ended altogether on branch lines in the 1950s, local passenger service ceased in the 1960s, and the track age destined for abandonment lingered on with occasional way freight service during the 1970s, or into the 1980s at the latest.

When the line was completely abandoned in 1992 the Otonabee Region Conservation Authority purchased the abandoned line. The right-of-way was later converted into the Kiwanis trail. Plans to abandon the railway line through Jackson Creek were first raised in the 1940s. The push for abandonment was not due to a decline in traffic – as was the case in the 1980s – but rather because rail traffic was too disruptive to the urban growth of Peterborough. The 1947 Faludi report of Peterborough recommended that four branch lines into the City be rerouted or consolidated to reduce conflict with road traffic at level crossings. With regards to the Jackson Creek branch, it would be replaced with a new line further north that connected with an existing branch into the City. It was never undertaken.

T.R. Station, Peterborough, Ont., Canada



Midland Ry Peterborough Station on Bethune, built to replace the burned-down PLH&B Station in 1877

3.2.4 THE VALLEY AND JACKSON CREEK

The valley and Jackson creek have a cultural heritage value as being a natural asset in the prehistoric landscape and being a part of the historical boundaries of former Lot 11. The creek was probably used both as a water resource and a channel of communication. The Creek's current wide physiognomy is a result of human use, likely associated with the dams related to the 19/20th century mills and sawmills.

THE TRANS-CANADA TRAIL



Embankment. Trees and vegetation are to be maintained to mitigate the impact of the property development.



Bridge over the creek creates an open viewshed



Northerly view of the property from the bridge on the Trans-Canada Trail. Agrarian viewshed will be impacted here with the advent of development. Mitigation recommended to address this viewshed.

THE VALLEY



4 LOCAL SCALE AND PATTERNS

4.1 PETERBOROUGH AND THE SURROUNDING LANDSCAPE OF THE STUDY AREA

The "downtown area" founded in the 19th century contains a high-density building pattern and several-stories buildings. The area is distinguished via Bethune Street to the east, the river to the south and McDonnell Street to the north. Thereafter meets townhouses, semi-detached houses and single flats as well as public buildings which "stand out" in the lower density built environment. North of McDonnell street the density decreases with pair-houses/townhouses from 19/20th century combined with modern "fill-ins" and villas. In the east, the Monaghan road distinguishes the "older" character of the city form the lower density area which was incorporated to the city in the 1940's. The expansion of the city's boundaries is in many aspects clearly visible in the physical forms of the built environment.

The study area is located next to the boundary of a landscape incorporated and planned in the 1960's. The area contains townhouses and independent free-standing smaller houses with 1-2 floors, planned in a time typical road pattern/plan and architecture. The buildings are often placed in the middle of the Lot often with a garage closer to the road or built together with the dwelling house. The neighborhood streets are characterized by planted trees placed about one or two metres from the road. The streets do not have sidewalks that were considered typical for the 1960's when transportation by car was an important and focused question in city planning. Fences are rare in this area and create open and social gardens nearby the street.

Along the Fairbairn Street the houses are placed slanted, "off-centered" or parallel to the street. The landscape is perceived as urban.

In the crossing of Towerhill road and Lily Lake Road the character of the landscape radically changes from suburban to agrarian. The area belonged to Smiths' Township which is conveyed by the character of the landscape. Here the former agricultural landscape meets with open fields and single houses placed at a larger distance. From Lily Lake Road a single-lane driveway leads up to the farmhouse.

On the opposite side of Lily Lake Road there are lower density areas with houses with 1-2 stories.

4.2 PLANNING/EXISTING HISTORICAL ROAD PATTERNS

Here are some images which illustrate the character of the surrounding intermediate suburban areas.



Hemlock Street just east of the study area built in the 1960's



Fairbairn Street one of the roads leading to Lily Lake Road



Lily Lake Road

5

STATEMENT OF CULTURAL SIGNIFICANCE

5.1 CULTURAL HERITAGE SITE ENVIRONMENTS

In the study area, four different cultural heritage site environments have been identified:

5.1.1 ARCHAEOLOGICAL SITES

Archaeological assessments have been completed on the property in compliance with the Ministry of Tourism, Culture and Sport Standards and Guidelines for Consultant Archaeologists and proper reporting procedures have been followed. Archaeological concerns have been addressed on the property.

5.1.2 THE RURAL LANDSCAPE OF THE FORMER TATE FARM PROPERTY

The study area is a part of a larger rural landscape historically belonging to Smith Township. Physical traces include smaller and divided fields, vegetation, visible outer borders showing the pattern of the former Lot that has been in agrarian land use since 1825.

The study area once contained a farm dating back to the early 19th century. The farm buildings have since been removed in accordance with the municipal approvals process.

5.1.3 THE RAILWAY

In the south part of the Lot close to the Creek, about 150 meters from the outer line of the proposed block next to street "J", runs the embankment of an single railway track area built in 1882. The railway was abandoned 1992 and today it contains a part of the Trans-Canada Trail. This multi-use trail system connects Peterborough, Omeme and Lindsay to hundreds of other towns and cities.

The embankment illustrates the development of socioeconomic situation and the need of new transportation systems in the second half of the 19th century. Further on the embankment illustrates the changed needs related to the development of airplanes and cars in the 20th century.

5.1.4 THE VALLEY AND JACKSON CREEK

The Jackson Creek seems to have a close connection with human activity. The Creek seems to have cultural heritage value which includes pre-contact and early industry use a resource for power, water, fishing and transportation. The Creek has been used as a source to give energy to mills in historical times. The City of Peterborough was one of the first places in the country to begin generating hydroelectric power. Through the archive material, it is clear that a part of the former Lot 11 was sold to a hydroelectric River commission in 1937. Thus, the creek has a contextual and associative value as being a part of the precontact and the early Euro-Canadian landscape.

Before the railway was built, the boundaries of former Lot 11 passed down on to the south side of the creek. This means that the farm and the creek have a historical connection and therefore a contextual cultural heritage value.

5.2 IMPACT OF PROPOSED DEVELOPMENT

The proposed development for Lily Lake Secondary Plan is described in the City of Peterborough's Notice of Passing of an Official Plan Amendment by the City of Peterborough, May 2, 2014, File No.01402.

The primary impact on the property's cultural heritage value comes from the transformation of the landscape from rural to urban. The development will have an impact on local cultural heritage resources in three ways - physical, contextual and associatively.

5.2.1 PHYSICAL

- ***Impacting the rural agrarian landscape***

The plan affects the agrarian landscape which has had continuity of land use since the beginning of the 19th century. The Lots and the streets which are planned (in accordance with the secondary plan) with required cuts and fill that will change the natural physiognomy of the landscape.

- ***Impacting fields, the drumlin, vegetation and visual patterns from agricultural land use***

The physical nature of the landscape (small fields, vegetation and other traces of land use) will be changed by the development of the lands. A reduction of the drumlin is proposed as part of the development.

5.2.2 CONTEXTUAL

- ***Socio-historical; Change in land use from rural agricultural landscape to urban/suburban***

The plan affects the visual experience of the city's former historical boundary of Smith Township. The geographical boundary of the city will expand and the former division between the Townships will be moved to the west.

- ***The valley and the trail***

The terrain is quite hilly and modifications to the study area will have an impact on the esthetical values in the valley. The shape of the new terrain will also have an impact on the esthetical values of the landscape in the area visible from the valley and the trail (primarily at the bridge site).

5.2.3 ASSOCIATIVE

- ***New border/City Entrance***

The City of Peterborough will have a new northeast entrance and a new outer border. Additional expansion is also planned in the surrounding areas as defined in the Lily Lake Secondary Plan

and land use plan. The buildings closest to the road will have a symbolic value in the future as the new northwestern entrance to the city.

In the surrounding areas of Peterborough there have been several incorporations and expansions during the 20th century. These expansions have not left many new official landmarks. The typical expansion in Peterborough seems to be dominated by single family homes. In the western corner of the development, south of the proposed open space area adjacent to Lily Lake Road there is a medium density area planned which will give the development an extra impact. This medium density form is required to meet the legislated Provincial and City growth requirements.

5.3 STATEMENT OF SIGNIFICANCE

The views from the valley and from the trail have cultural heritage significance. Preserving the viewshed from those locations is an important part of maintaining a connection to the landscape.

6

ALTERNATIVES AND MITIGATION STRATEGIES

6.1 GENERAL LANDSCAPE

The development seeks to minimize the impact to the landscape by ensuring that the blocks, buildings and streets are adapted to the valley landscape and interposed into the natural terrain. APPENDICES A and B show how the developers will incorporate the form of the development into the new shape of the landscape.

6.2 THE VALLEY AND THE TRANS CANADA TRAIL

The proposed buildings in the development area will not intrude into the valley or the Trans-Canada Trail, as they are located some 120-150 metres away. The landscape is hilly and, with the current vegetation along the Trans-Canada Trail, the key impact point is only at the bridge where there is an open view of the development.

It is suggested that trees be placed at an established ratio to function as a barrier to mask some part of the development seen from the valley and the Trans-Canada Trail. This will lessen the impact of the change in land use. Required fillings and excavations will still impact some of the esthetical and contextual values of the landscape. However, these impacts can be mitigated by compensation planting (see Section 7).

Vegetation placement and replacement is important to the overall maintenance of cultural heritage sympathy. The use of local trees and plants to enhance the natural landscape and draw attention to areas of the rural cultural landscape which are still present in the area is essential. It is also crucial that the vegetation along the Trans-Canada Trail, valley, and along the top of slope is preserved.

6.3 HISTORICAL BOUNDARIES OF THE FORMER LOT 11

To minimize damage to the property's agrarian landscape and its history as an early 19th century farmstead, the outer lines of the property should be visible in form of vegetation or other ways. This is to highlight the visual qualities of the landscape's historical boundaries. Therefore, no barrier fences should be placed in the south part of the area facing to the creek, unless required for reasons of safety.

7

COMPENSATION

7.1 IDENTIFY AND MAKE STRATEGIES FOR PRESERVATION OF AGRICULTURAL LANDSCAPES NEAR THE CITY

The expansion of the City of Peterborough can be considered as a continuous historical movement that has been ongoing since 1900 when the city began its expansion beyond its foundational borders of the 19th century. As the city expands further, farmsteads with a cultural heritage value should be identified so that maybe some rural landscapes which illustrate early 19th century development can be preserved.

7.2 ALLOW THE CULTURAL HERITAGE TO CONTRIBUTE TO CITY PLANNING

Look at future opportunities for naming the streets, blocks, school, etc. after the landscape's historical background. Examples include the use of "Tate" (after the farm), "Midland" (after the rail), "Creekview", or names chosen in concert with local First Nation communities.

7.3 RE-VEGETATION

Existing and proposed topography of three sections through the Jackson Creek Valley are provided as cross sections in [APPENDIX B](#). The sections show original ground and exiting tree lines to be retained along the topography of the valley with fills for the Lots along the top of the valley. There is no intrusion into the valley except for the berm required for the SWM Pond. In this area, it is expected that the developer will have to remove existing vegetation. Restoration planting on the proposed berm and landscape planting within the pond slopes is recommended.

The only view of the development from the trail will be from the bridge. Based on the sight line shown (the view from the valley over the existing tree line at the top of slope) the proposed houses will not be visible. Notwithstanding this, it is recommended that compensation plantings be done along the north side adjacent to the creek to assist with blocking views from the trail. Along Lily Lake Road, the cross sections show the proposed fill in the Open Space Block which runs parallel to Lily Lake Road. This Open Space provides a larger buffer to the ephemeral watercourse along Lily Lake Road and compensation planting on this slope is also suggested.

The Environmental Impact Study (WSP 2014) documents the existing vegetation within the limit of the site and recommends a tree replacement ratio of 3:1, whereby for every one (1) tree removed, three (3) native trees are planted. Given the layout of the development, compensation will be directed to Open Space areas, including the existing valley and slope. Existing vegetation on the slope will be maintained, including a hedgerow adjacent to the top of slope. Cross section analysis of view-shed indicates that the height of the existing hedgerow will block views of the developed site. The existing hedgerow, in conjunction with the compensatory plantings on the slope will preserve the naturalized view-shed from the bridge, facing northward.

8

REFERENCES

Provincial Standards and Resources

Ontario Heritage Tool Kit

[http:// www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht](http://www.culture.gov.on.ca/english/heritage/Toolkit/toolkit.ht)

Ontario Ministry of Tourism, Culture and Sport: Heritage Conservation Principle's for Land Use Planning

http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_landuse_planning.htm

Ontario Ministry of Tourism, Culture and Sport: Eight Guiding Principles in the Conservation of Historic Properties

http://www.culture.gov.on.ca/english/heritage/info_sheets/info_sheet_8principles.htm

Ontario Ministry of Culture, Tourism and Sport: Archaeological Assessments

http://www.mtc.gov.on.ca/en/archaeology/archaeology_assessments.shtml

National and International Standards and Resources

Canadian Register of Historic Places

http://www.historicplaces.ca/visit-visite/rep-reg_e.aspx

Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada

http://www.pc.gc.ca/docs/pc/guide/nldclpc-sgchpc/index_E.asp

Parks Canada National Historic Sites of Canada

http://www.pc.gc.ca/progs/lhn-nhs/index_e.asp

International Council of Monuments and Sites (ICOMOS): Appleton Charter

<http://www.international.icomos.org/charters/appleton.pdf>

Archaeological Reports

City of Kawartha Lakes and the Greater Peterborough Area

2006 *Agricultural Economic Impact and Development Study*

Northeastern Archaeological Associates

2011 *Stage 1 to 3 Archaeological Assessment of Tate Farm property, part Lot 11, Concession 1, former Township of Smith, Peterborough County. Revised Report.*

York North Archaeological Services Inc.

2014 *A Stage I-II Archaeological Assessment of the Property at 1158 Brealey Drive located in Part Lot 7, Concession XII. in the City of Peterborough (former Township Of North Monaghan). Peterborough County, Ontario. Original Report.*

APPENDIX A: DRAFT PLAN OF SUBDIVISION