

Appendix D

Cultural Heritage Assessment (Unterman McPhail Associates)

**CULTURAL HERITAGE ASSESSMENT REPORT
CULTURAL HERITAGE LANDSCAPES &
BUILT HERITAGE RESOURCES**

**SCHEDULE B, CLASS ENVIRONMENTAL ASSESSMENT STUDY
FOR NEW WASTEWATER FORCEMAIN
FROM FULTON STREET PUMPING STATION
TO DERRY ROAD AND SANTA MARIA BOULEVARD
TOWN OF MILTON, ONTARIO**

February 2017

Prepared for:
CIMA+

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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1.0 INTRODUCTION

1.1 Project Description

CIMA+, on behalf of the Regional Municipality of Halton Region, has retained Unterman McPhail Associates, Heritage Resource Management Consultants, to complete a cultural heritage assessment of built heritage resources and cultural heritage landscapes for the Class EA Study for New Wastewater Forcemain from Fulton Street Pumping Station to Derry Road and Santa Maria Boulevard, Town of Milton, Ontario. Under the *Municipal Class Environmental Assessment (2000, as amended 2015)*, the construction of a proposed second WWFM from the Fulton Street WWPS is a Schedule B project and subject to project screening via this Class EA Study. The project study area is shown in *Figure 1*.

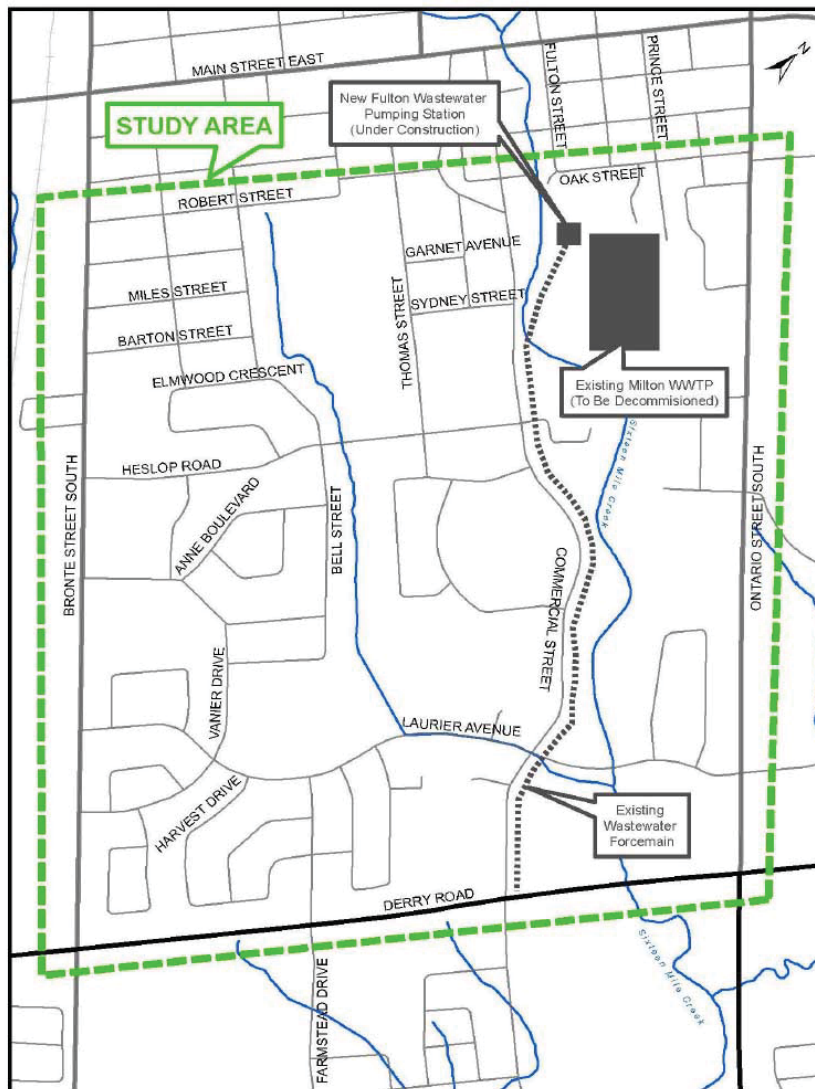


Figure 1. General Study Area for the Class EA Study for New Wastewater Forcemain from Fulton Street Pumping Station to Derry Road and Santa Maria Boulevard, Town of Milton, Ontario [Halton Region, 2016].

In July 2016, Unterman McPhail Associates undertook a survey to identify any built heritage resources and cultural heritage landscapes associated with the three (3) short-listed Forcemain Alternatives, namely, Alternative A - Ontario Street, Alternative B - Commercial Street and Alternative C - Residential. As part of the EA Study, CIMA+ completed an evaluation of the three short-list alternatives. Forcemain and Alternative B - Commercial Street was selected as the Preferred Alternative (*Figure 2*).

The Preferred Forcemain Alternative - Commercial Street is 1.5 km in length and will run down the east side of Commercial Street from just north of Sydney Street to the HUSP manhole at Santa Maria Boulevard and Derry Road. The majority of the new forcemain route is within the road right-of-way. A short portion of the route is within the Regulated Floodplain are of the Sixteen Mile Creek for a creek crossing. The pipe is expected to cross Sixteen Mile Creek using a trenchless method.

2.0 ENVIRONMENTAL ASSESSMENT & CULTURAL HERITAGE RESOURCES

2.1 Introduction

The need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning in Ontario.

For the most part, the analysis of cultural heritage resources in the study area addresses those aboveground, person-made heritage resources of 40 years old and older in age. The application of this rolling 40 year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value or interest. However, its application does not imply that all built heritage resources or cultural heritage landscapes that are over 40 years old are worthy of the same levels of protection or preservation as heritage resources.

2.2 Environmental Assessment Act (EAA)

An environmental assessment provides a decision-making process used to promote good environmental planning by assessing the potential effects and benefits of certain activities on the environment. In Ontario, this process is defined and finds its authority in the *Environmental Assessment Act* (EAA). The purpose of the EAA is to provide for the protection, conservation and wise management of Ontario's environment.

The EAA applies to all public activities. This includes projects originating from Ontario ministries and agencies, municipalities, public utilities, and conservation authorities. Projects subject to the EAA are typically infrastructure developments and include such things as public roads and highways, transit facilities, waste management facilities,

electrical generation and transmission facilities as well as flood protection works. Projects with the potential for significant environmental impacts are subject to an Individual EA process that requires formal Ministry of the Environment and Climate Change (MOECC) review and Ministerial/Cabinet approval.

The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), which defines “environment” to include:

“...cultural conditions that influence the life of humans or a community;”

as well as,

“any building, structure, machine or other device or thing made by humans.”

Infrastructure work and its associated construction activities may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the cultural heritage resources and, or their setting.

2.2.1 Municipal Class Environmental Assessment (MCEA)

The *Municipal Class Environmental Assessment* (MCEA) (October 2000, as amended 2015) outlines a procedure whereby municipalities can comply with the requirements of the EAA. It identifies potential positive and negative effects of new projects and expanded facilities. The process includes an evaluation of impacts on the natural and social environment including culture. The MCEA applies to municipal infrastructure projects, including water and wastewater projects.

Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in terms of schedules. Schedule ‘A’ generally includes normal or emergency operational and maintenance activities wherein the environmental effects of these activities are usually minimal, and therefore, these projects are pre-approved. A Schedule ‘A+’ activity is pre-approved by the Ministry of Environment and Climate Change (MOECC), and therefore, work can proceed upon public notification of the project. Schedule ‘B’ generally includes improvements and minor expansions to existing facilities wherein there is the potential for some adverse environmental impacts, and therefore, the municipality is required to proceed through a screening process including consultation with those who may be affected. Lastly, Schedule ‘C’ generally includes the construction of new facilities and major expansions to existing facilities, and these projects proceed through a five phased environmental assessment planning process.

Part C - Municipal Water and Wastewater Projects, Section C.1.1 (4) refers to the consideration of the cultural environment and cultural heritage in the environment for

municipal road projects and defines built heritage resources and cultural heritage landscapes as follows.

Built heritage resources means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easements under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

Cultural heritage landscapes means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves grouping(s) of individual heritage features such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements of parts. Examples may include, but are not limited to, neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

Additionally, Section C.1.1 (4) states significant cultural heritage features should be identified early in the process in order to determine significant features and potential impacts. Significant cultural heritage resources should be avoided, where possible. Where they cannot be avoided, then effects should be minimized where possible, and every effort made to mitigate adverse impacts in accordance with provincial and municipal policies and procedures. The MTCS is responsible for the administration of the Ontario Heritage Act (OHA) and is responsible for determining policies, priorities and programs for the conservation, protection and preservation of Ontario's heritage that includes cultural heritage landscapes and built heritage.

2.3 Ontario Heritage Act (OHA)

The OHA provides the framework for provincial and municipal responsibilities and powers in the conservation of cultural heritage resources. Section 2 of the OHA charges the Minister of Tourism, Culture and Sport (MTCS) with the responsibility to,

“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario.”

Designation of heritage resources under Part IV of the OHA publicly recognizes and promotes awareness of heritage properties. It provides a process for ensuring that changes to a heritage property are appropriately managed and that these changes respect the property's heritage value and includes protection from demolition. The OHA allows municipalities to designate individual properties (Part IV) and heritage conservation districts (Part V), to list individual properties of cultural heritage value or interest (Part IV, Section 27), and to protect a heritage property with an easement (Part IV). The

Ontario Heritage Trust (OHT) may protect a heritage property with an easement (Part II) and the Minister of MTCS, after consultation with the OHT, may designate a property of provincial significance (Part IV, Section 34.5).

Under Subsection 27 (1) of the OHA, a municipal clerk is required to keep a current register of properties of cultural heritage value or interest located in their municipality. The municipal register must include all properties designated by the municipality under Part IV, all heritage conservation districts under Part V of the OHA, as well as all properties designated by the Minister of MTCS. In addition, OHA Subsection 27 (1.2) allows a listed property to be placed on the register. Once a property or district has been designated and notice has been given to the OHT, the property is listed on the provincial register of heritage properties.

Heritage attributes, in relation to a property, are defined in the OHA as the attributes of the property that cause it to have cultural heritage value or interest. The Provincial Government has established “Criteria for Determining the Cultural Heritage Value or Interest,” for properties through ‘Ontario Regulation 9/06’. For Crown owned property, MTCS has established “Criteria for Determining the Cultural Heritage Value or Interest,” of properties through ‘Ontario Regulation 10/6’ and prepared the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (July 1, 2012) under OHA, Part III.1.

The alteration process under Section 33 of the OHA helps to ensure the heritage attributes of a designated property, and therefore, its heritage value is conserved. If an owner of a designated property wishes to make alterations to the property that will affect the property’s heritage attributes, the owner must obtain written consent from the council. This applies to the alteration of the buildings or structures, as well as to alterations of other aspects of the designated property such as landscape features or natural features that have been identified as heritage attributes. Although, listing non-designated properties does not offer any specific protection under the OHA, Section 27 (3) states if a property is included in the register under Subsection (1.2) has not been designated under Section 29, the owner of the property shall not demolish or remove a building or structure on the property. Additionally, they are not permitted to demolish or remove any of the buildings or structures unless the owner gives the council of the municipality at least 60 days notice, in writing, of the owner’s intention to demolish or remove the building or structure, to permit the demolition or removal of the building.

Provincial heritage properties are not subject to designation by municipalities or the Minister. The amendments to the Act gave the Minister of MTCS the authority to develop standards and guidelines for the conservation of provincial heritage properties. As a result, the province now has the responsibility to establish a comparable standard of identification, protection and care for provincial heritage properties as already exists for private property.

2.4 Ministry of Tourism, Culture and Sport (MTCS)

The MTCS is responsible for the administration of the OHA and is responsible for protecting of Ontario's cultural heritage resources, which includes cultural heritage landscapes, built heritage resources and archaeological resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

Guidelines provided by the MTCS assist in the assessment of cultural heritage resources as part of an environmental assessment. They include, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

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

The guidelines say one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographic area perceived as a collection of individual person-made built heritage resources set into a whole, such as, historical settlements, farm complexes, waterscapes, roadscape, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to designed landscapes. Some are 'continuing landscapes', which maintain the historic use and continue to evolve, while others are 'relict landscapes' where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. There are also 'associative landscapes' with religious, artistic, or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent. Built heritage comprises individual, person-made or modified parts of a cultural heritage landscape such as buildings as well as structures of various types such as cemeteries, planting and landscaping structures, etc.

The MTCS guidelines for environmental assessment describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes, as well as the attributes necessary for the identification and evaluation of built heritage resources for environmental assessments.

As well the MTCS provides the *Ontario Heritage Toolkit*, a series of guides that explain different aspects of the OHA, including the *Planning Act*, the *Historic Places Initiative* and other related programs. It states, to conserve a cultural heritage resource a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

Under the OHA, the MTCS produced the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 28, 2010), effective as of July 1, 2010, with regard to properties owned by government ministries and prescribed public bodies.

3.0 ASSESSMENT METHODOLOGY

3.1 Introduction

For the purposes of this CHAR the following tasks were undertaken:

- the identification of major historical themes and activities of the study area through historical research and a review of topographic and historical mapping;
- the identification of associated cultural heritage landscapes and built heritage resources through major historical themes and activities and historical mapping;
- a survey of the three (3) short-listed Alternatives A, B and C within the study area to review the existing conditions in July 2016;
- consultation with the Town of Milton with regard to heritage issues and listed and designated heritage properties under the OHA;
- the identification of sensitivities for changes and impacts to built heritage resources and cultural heritage landscapes for the Preferred Forcemain Alternative - Commercial Street;
- the assessment of potential impacts resulting from the Preferred Forcemain Alternative - Commercial Street; and
- the consideration of mitigation recommendations to ameliorate potential negative impacts to identified built heritage resources and cultural heritage landscape as a result of the Preferred Forcemain Alternative - Commercial Street.

3.2 Heritage Recognition

The Town of Milton Council approved a list or register of properties that are of historic or architectural value or interest, known as the Heritage List, in 2009 as its municipal heritage register under the OHA.

The following six (6) properties identified during the field survey are located within or adjacent to the Preferred Forcemain Alternative - Commercial Street and all six properties are included on the Town's Heritage List:

- 141 Commercial Street (*Site 4*);
- 146 Commercial Street (*Site 5*);
- 152 Commercial Street (*Site 6*);
- 162 Commercial Street (*Site 7*);
- 172 Commercial Street (*Site 8*); and
- 286 Sydney Street (*Site 9*).

Provincial

The Ontario Heritage Trust does not own any properties or have any heritage easement properties or commemorative plaques located within or adjacent to the Preferred Forcemain Alternative.

There are no provincially-owned properties identified as being of Provincial Heritage Provincial Properties or Provincial Heritage Provincial Properties of Provincial Significance located within or adjacent to the Preferred Forcemain Alternative.

Federal

There are no National Historic Sites, plaques commemorating National Historic Persons and National Historic Events, Heritage Railway Stations, Canadian Heritage River of Federal Heritage Building within or adjacent to the Preferred Forcemain Alternative.

International

There are no UNESCO World Heritage sites within or adjacent to the Preferred Forcemain Alternative.

4.0 HISTORICAL SUMMARY

4.1 Trafalgar Township

With the exception of the Reserve of the Mississauga Indians between Burlington Bay and Etobicoke, all of the land along the north shore of Lake Ontario had been divided into townships by 1805. In August of that year, the British Government purchased the Mississauga tract of land in order to open up the area for settlement. Deputy Provincial Land Surveyor Samuel S. Wilmot, surveyed the Mississauga Purchase in 1806 and divided it into three new townships. Initially, Township No. 2 was designated as Alexander, however, it was soon renamed Trafalgar in honour of the victory and death of Britain's Admiral Nelson at the Battle of Trafalgar.

The Nassau District was established in 1788, and was renamed the Home District in 1792. Halton County, with Wentworth County, became part of the Gore District in 1816.

The Gore District was an administrative district created from parts of York County in the Home District and parts of the Niagara District that included Trafalgar Township. In 1849, the United Counties of Wentworth and Halton replaced the district. The United Counties functioned together from 1850 to 1854 for governmental purposes, but operated separately for administrative purposes. Halton County became a separate administrative and government unit in 1854 with Milton as the county seat.

Although Dundas Street had been surveyed as a military road in 1796, it remained incomplete and impassable through the Mississauga Tract until 1806. Wilmot used the street as the baseline for the single front survey of 200-acre lots with a grid system of concessions and side roads. He laid out four concessions to the south (SDS) of Dundas Street and two concessions to the north (NDS) that became the Old Survey. Trafalgar Township was extended north after the purchase of more land from the Mississaugas in 1818. This area became known as the New Survey.

The boundary of Trafalgar Township was extended northward from the first survey after the purchase of more land from the Mississaugas in 1818, and this area became known as the New Survey. Esquesing Township was located on the northern boundary, Nelson Township to the west, Peel County on the east, and Lake Ontario on the south. Settlement in the New Survey began soon after 1818. Almost thirty years later, great strides had been made in the development of the township as agricultural land. *Smith's Canadian Gazetteer* (1846) describes Trafalgar Township as being,

*“...a well-settled township, containing numerous well cleared and cultivated farms, most of which have good orchards. The landing general with the exception of that bordering on the lake...is of excellent quality.”*¹

The township developed from subsistence farming in the early 1800s, to a wheat growing area in the mid 1800s. Small hamlets were established at strategic places along roads, near watercourses and farmsteads within the developing agricultural landscape, providing services to the local population. Tremaine's Map (1858) notes the village of Milton in the northwest corner of the township on Lots 13 and 14, Concession 2NS, at Sixteen Mile Creek.

In 1861, Trafalgar Township was described as having, for the most part, level land with a good deal of drainage. The farm buildings were of very good quality, and generally consisted of a barn, sheds for cattle, driving houses and stables. The district roads were considered to be very good, and it was noted that all of the government road allowances

¹ Wm. H. Smith, *Smith's Canadian Gazetteer* (Toronto: H. & W. Rowsell, 1846) 197-198.

² Canada Census Returns, Ontario, Halton County, Trafalgar Township, Division 2, 1861.

³ William E. Cook, *Milton Welcome to Our Town* (Erin, Ontario: The Boston Mills Press, 1977) 3.

had been opened. The population was described as industrious and intelligent, and the whole District, “*can be considered to be a thriving part of Halton County.*”²

Wheat was the principal crop prior to 1870, occupying about one quarter to one third of the cultivated land. Fall wheat planting predominated until the 1860s, and then spring wheat became more important. From the 1850s to the 1890s, there was a consistent increase in the acreage of cultivated township land with farmers turning to higher cost cash crops and animal husbandry in the 1870s. The *Illustrated Historical Atlas* (1877) describes Trafalgar Township as an area of well-tilled farms, beautiful residences, with all that constituted a thriving and well-to-do community.

The Hamilton and Lake Erie Railway was opened in 1875 and reorganized as the Hamilton & Northwestern Railway in the same year. The line ran through Trafalgar Township to a station in Milton and further north to Collingwood. The Grand Trunk Railway acquired the line in 1887. Surveys for the Credit Valley Railway (CVR) were conducted in 1873, and construction began in 1874. The Parkdale (Toronto) to Milton section was opened for traffic in 1877, and in 1879 extended to Galt, Orangeville and Elora. The Ontario & Quebec Railway, an affiliate of the Canadian Pacific Railway (CPR), amalgamated with the CVR in 1883. Both railways provided an economic boost to Milton and the surrounding area as well as good transportation access to larger markets and urban areas.

Twentieth century topographic maps indicate the area in the northwest corner of Trafalgar Township outside of Milton remained largely rural in use and character into the latter part of the century. In 1974, the Regional Municipality of Halton was created from the County of Halton. By the end of the 20th century the area around Milton was in transition from rural to urban use and modern residential subdivision and development had expanded beyond the boundaries of the original town.

4.2 Town of Milton

Jasper Martin, who immigrated from Newcastle, England with his wife Sarah and two sons, received the Crown Patent in 1818 for 100 acres Lot 14, Concession 2 NS, Township of Trafalgar, Halton County, in the District of Gore, in 1821. Soon after, Martin built a gristmill along the creek and created a millpond to power it. He also constructed a sawmill, an ashery and a small store. By the early 1830s, Martin was well-established as a businessman in the community. The mill became the nucleus of a settlement known as Martin’s Mills. The small community had a population 100 by 1837 and, in that same year, it was renamed Milton after the Martin brothers’ favourite poet John Milton.³

² Canada Census Returns, Ontario, Halton County, Trafalgar Township, Division 2, 1861.

³ William E. Cook, *Milton Welcome to Our Town* (Erin, Ontario: The Boston Mills Press, 1977) 3.

In addition to Martin's enterprises, the burgeoning village of Milton also included George Brown's general store and Foster's cooperage shop. A log schoolhouse was built in 1837 and replaced in the early 1850s by a frame building. The population of Milton was well over 300 people in 1851.⁴ Three churches were located in Milton by 1852, St. Andrew's Church of Scotland, a Wesleyan Methodist Church and an Anglican Church. By 1853, the economy of the Milton area had shifted from grist milling to saw milling and several profitable cattle-raising farms were located on its outskirts.⁵ Milton was incorporated into a town in 1857 after being selected as the county seat for Halton; it became the leading county town. Tremaine's Map (1858) notes the village of Milton on Sixteen Mile Creek at Lots 13 and 14, Concession 2 NS (*Appendix*). The *Illustrated Historical Atlas* (1877) map of Milton (*Appendix*) shows Oak Street as the southernmost street to be subdivided in the town. Commercial Street and Ontario Road (Ontario Street South) are shown as open roads south of Oak Street.

The Milton Cemetery Company was formed on December 13, 1880, to provide a community burial ground for the growing community. Soon after 10 acres of farmland on the southern boundary of Milton were purchased, followed by the election of its first Board of Directors. The company and its Board of Directors were reorganized in the late 1890s including legalizing the site within the boundaries of the municipality, which did not permit burial grounds inside the limits of the corporation. A municipal by-law and approval by the Provincial Board of Health were obtained.

The Hamilton and Northwestern Railway arrived in Milton in 1877, followed by the Credit Valley Railway in 1879. The railways opened new and more readily accessible markets for businesses of the town and the surrounding agricultural area. With the railway came larger industries in the late 19th and early 20th century such as the Robertson Lime Kiln and Robertson's Screw Factory (1909), the Milton Show Factory and Milton Textiles Limited.

By 1901, Evergreen Cemetery Board was looking for additional land adjoining the original site. In 1931, one acre was purchased and again in 1947 thoughts of expansion were raised at Board meetings. By 1951, a further 10 acre purchase from Active Subdivision Limited had been added to the cemetery to the south of the original site. A new access road was provided from Ontario St. Further expansion of the cemetery was soon not possible due to adjacent residential development. The gates to the cemetery were built off Prince Street in 1924 and new gates off Ontario Street in 1964. At one time there was pedestrian access from Commercial Street across the Sixteen Mile Creek to the cemetery via a footbridge, built in 1911 and known as the "swinging" bridge. An early avenue of trees in the cemetery property reflects this entrance and the earliest blocks and lots laid out were along this route. The local branch of the Canadian Legion was permitted to erect small crosses over veterans' graves in 1934, and in 1978, to build a

⁴ Ibid., 4.

⁵ Ibid., 5.

memorial behind the cairn at the Ontario Street cemetery entrance listing the names of soldiers as they died.⁶

The fire insurance plan of Milton (1927) shows the southern boundary of the town was located just south of Sydney Street. On the east side of Sixteen Mile Creek, the town extended as far south as Oak Street with the Milton Evergreen Cemetery to its south. In the 1930's, the population of Milton remained around 2000 people; generally the industrial and residential growth of the town remained the same until the late 1950s. The Milton Water and Wastewater Treatment Plant (WWTP) was built in 1949 on the east side of Sixteen Mile Creek. Several upgrades and expansions of the facility occurred since then with a major construction upgrade in 1978.

When Highway 401 was opened in the 1950's, new industries were attracted to Milton and the area. In 1953, the Town annexed an additional 572 acres of land to accommodate new growth.⁷ Douglas Henderson registered the Fallingbrook development in 1954. Generally bounded by a combination of Anne Boulevard, Maplewood Crescent and Williams Avenue to the south and a combination of Elmwood Crescent and the southern edge of J.M. Denyes Public School to the north, Bronte Street to the west and Ontario Street to the east, this development was named its location on a grassland near small tributaries of the Sixteen Mile Creek.⁸ The J.M. Denyes Public School, which was named after James Malcolm Denyes who was a public school inspector in Halton County from 1913 to 1938, was built in 1954 as the first new elementary school in Milton since 1856.⁹ Mr. Denys opened the school on December 6, 1955. Heslop Road in the Fallingbrook neighbourhood was named in 1954 for Dr. Cecil Hartley Heslop, a former mayor of Milton.¹⁰ The David Thompson Park running north to south was included in the development plan. The Town also bought 15 acres of land on the west side of Commercial Street in 1963 for a landfill site that became the location of current Brian Best Park.¹¹ Post Second World War development also occurred to the east of Sixteen Mile Creek with the Forrest Grove Neighbourhood being registered in 1953 and built in the 1960s by Active Subdivisions Ltd.¹²

⁶ Milton Evergreen Cemetery, Our History.

Access: --<http://www.miltovergreencemetery.ca/our_history.php> (July 2016).

⁷ Milton Public Library Newspapers, "Building Milton Year by Year, A Look Back – A Peek into Milton's History", *Canadian Champion* (November 19, 2004) 11.

Access: --<<http://news.milton.halinet.on.ca/1448859/data>> (July 2016).

⁸ Milton Town Hall Heritage: History Meets Modern Day.

Access: --<https://www.milton.ca/en/townhall/resources/poster_heritage_meeting_rooms.pdf> (July 2016).

⁹ Milton Public Library Newspapers, "Building Milton Year by Year, A Look Back – A Peek into Milton's History", 11.

¹⁰ Town of Milton, History of Street Names.

Access: --<https://www.milton.ca/en/live/resources/history_street_names.pdf> (July 2016).

¹¹ Milton Public Library Newspapers, "Building Milton Year by Year, A Look Back – A Peek into Milton's History", 12.

¹² Milton Town Hall Heritage: History Meets Modern Day.

In 1968, the Town received approval for the annexation of another 1,650 acres to its limits.¹³ In the following year, the Town approved the diversion of Highway 25 from the downtown area to Ontario Street South to Derry Road.¹⁴ In 1974, the present municipal structure was created within the Regional Municipality of Halton. The new town of Milton included the northern section of Trafalgar. To service the Town's growth, the Milton Wastewater Treatment Plant and Fulton Pumping Station Water Pumping Station and the Laurier Pumping station were built in the latter part of the 20th century.

In 1973, the development plan for the Valley View was registered. Named for its view of the area along Sixteen Mile Creek, the neighbourhood straddled Sixteen Mile Creek with Commercial Street as its western boundary.¹⁵ The Bronte Meadows residential development north of Derry Road was built to the west of Valley View and to the south of the Fallingbrook neighbourhood between 1982 and 1985 generally between Bronte Street and Commercial Street. The Milton District High School, which was opened in 1960, was built within the neighbourhood, and more recently, the John Tonelli Sports Centre on Laurier Avenue. The Lady of Victory Catholic Elementary School located on Commercial Street at Derry Road was opened in 1984. The Bronte Meadows Park formed part of the development plan.

At the end of the 20th century and into the 21st century Milton experienced a sizeable growth in population from 32,104 people in 1996 to a population of 84,362 in 2011.¹⁶

5.0 IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES AND BUILT HERITAGE RESOURCES

5.1 Introduction

For the purposes of cultural heritage landscape and built heritage resource identification, this section provides a brief description of the existing environment of Preferred Forcemain Alternative - Commercial Street for the Schedule B, Class EA Study for New Wastewater Forcemain from Fulton Street Pumping Station to Derry Road and Santa Maria Boulevard, Town of Milton. Three (3) short-listed alternative new forcemain alignments were identified, namely, Alternative A - Ontario Street, Alternative B -

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Statistics Canada. 2001 Community Profiles, Milton, Ontario.

Access: --<<http://www12.statcan.ca/english/profil01/CP01/Details/Page.cfm?Lang=E&Geo1=CSD&Code1=3524009&Geo2=PR&Code2=35&Data=Count&SearchText=milton&SearchType=Begins&SearchPR=35&B1=All&Custom=>> (June 2016); and,

Statistics Canada. Focus on Geography Series, 2011 Canada, Census subdivision of Milton, T-Ontario.

Access: --<<http://www12.statcan.gc.ca/census-recensement/2011/as-sa/fogs-spg/Facts-csdeng.cfm?LANG=Eng&GK=CSD&GC=3524009>> (July 2016).

Commercial Street and Alternative C – Residential and reviewed through field survey work completed in July 2016.

The short-listed alternative new forcemain alignments were evaluated as part of the EA process and Alternative B - Commercial Street was selected as the Preferred Forcemain Alternative - Commercial Street. The following describes the existing environment and identified cultural heritage resources associated with the Preferred Forcemain Alternative.

5.2 Description of the Existing Environment

Commercial Street runs north to south to the west of the Sixteen Mille Creek. It is a two-lane road that provides access to Main Street from Derry Road and to adjacent residential neighbourhoods. The principal east to west streets intersecting with Commercial Street within Preferred Forcemain Alternative route are Sydney Street, Heslop Road and Laurier Avenue. At Sydney Street intersection there are several older residences from the later 19th and early century 20th century. To the north of Sydney Street on Commercial Street there are a number of older residences, particularly on the west side.

Laurier Avenue is an east to west connector road east and west of Ontario Street. The Laurier Pumping Station built in the 1970s is located on the south side of the Laurier Avenue just east of Commercial Street. Derry Road is a main arterial east-west road with four lanes that runs through the centre of Milton.

Sixteen Mile Creek runs north to south to the east of Commercial Street. It is historically linked to the establishment of Milton in the early 1800s and provided waterpower for early industry and Martin's mill, which became the nucleus for the settlement of Martin's Mills, now Milton. In the early 20th century there was a pedestrian bridge linking the west side of the creek to the Milton Evergreen Cemetery. Known as the "swinging bridge" the structure was removed sometime in the mid 20th century. The creek creates a physical division between the east and west sides of the town and provides a natural environment and green space within the town.

The Milton WWTP and the Fulton Street Wastewater Pumping Station are located on the east bank of the Sixteen Mile Creek and accessed from Fulton Street to the west of the Milton Evergreen Cemetery. The Milton WWTP was first built in 1949 and then expanded and upgraded several times over the years.

Residential development to the north of Derry Road on the west of Sixteen Mile Creek includes the residential neighbourhoods of Valley View, Fallingbrook and Bronte Meadows, a well-developed park system with Brian Best Park, Bronte Meadows Park and David Thompson Park and elementary and high schools including the J.M. Denyes Public School, the Lady of Victory Catholic Elementary School and the Milton District High School.

5.3 Description of Identified Cultural Heritage Resources

Principal cultural heritage landscapes and above-ground built heritage features older than 40 years of age, located within and adjacent to the study area were identified. Generally, infrastructure improvements or replacement have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during as well as after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the Right-of-Way (ROW) of the undertaking. There may also be potential for disruption and/or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. Isolation of cultural heritage resources may occur due to severance of land for new infrastructure. The isolation of a built heritage feature often leads to demolition due to neglect and/or vandalism.

The survey identified a total seven (7) cultural heritage resources located within or in proximity to the Preferred Forcemain Alternative - Commercial Street They are:

- 138 Commercial Street (*Site 2*);
- 141 Commercial Street (*Site 3*);
- 146 Commercial Street (*Site 4*);
- 152 Commercial Street (*Site 5*);
- 156 Commercial Street (*Site 6*);
- 174 Commercial Street (*Site 7*); and
- 286 Sydney Street (*Site 8*).

Table 1 includes a list and description of the identified cultural heritage resources, including cultural heritage landscapes (CHL) and built heritage resources (BHR). Each identified cultural heritage resource has a site number and is described and illustrated by a resource category, resource type, location, description and digital photograph. The following explanatory notes provide background material on the information contained in Table 1.

- Sites are numbered consecutively from north to south.
- Resources are identified by category: Cultural Heritage Landscape (CHL) or Built Heritage Resource (BHR) and by type: streetscape, residence, etc.
- The municipal address locates the identified cultural heritage resources.
- A brief description of the cultural heritage resource, e.g., structures on the property, construction period(s), building materials, roof shape, number of storeys, architectural style or influence and alterations/additions, is based upon information gained from the public roadway.
- Known heritage value as identified through listings and designations in the Town of Milton municipal register under the OHA.
- Digital photographs with caption are supplied for each resource.



Figure 2. This map shows the Preferred Forcemain Alternative - Commercial Street From Fulton Street Pumping Station to Derry Road and Santa Maria Boulevard, Town of Milton [CIMA+, February 2016].

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES LOCATED WITHIN OR ADJACENT TO THE PREFERRED FORECMAIN ALTERNATIVE - COMMENTARY FOR THE CLASS EA STUDY FOR NEW WASTEWATER FORCEMAIN FROM FULTON STREET PUMPING STATION TO DERRY ROAD AND SANTA MARIA BOULEVARD, TOWN OF MILTON, ONTARIO


Site # 2016	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Images
1.	CHL	Waterscape	Sixteen Mile Creek	The Sixteen Mile Creek, which runs north to south through the study area adjacent is historically linked to the establishment of Milton in the early 1800s providing waterpower for its early industry and for Martin's mill, which became the nucleus for the settlement of Martin's Mills. In the early 20 th century a pedestrian bridge linked the west side of the creek to the Milton Evergreen Cemetery. Known as the "swinging bridge" the structure was removed sometime in the mid 20 th century. The creek creates a physical division between the east and west sides of the town and provides a natural environment and green space within the town.	The landscape is not included on the Town of Milton's Heritage List.	 <p>Map showing Sixteen Mile Creek and Bronte Street South. The map is a historical cadastral map with street names like 'Main Street', 'Bronte Street South', and 'Derry Road'. It shows the layout of the town and the location of the creek.</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES LOCATED WITHIN OR ADJACENT TO THE PREFERRED FORECMAIN ALTERNATIVE - COMMENTARY FOR THE CLASS EA STUDY FOR NEW WASTEWATER FORCEMAIN FROM FULTON STREET PUMPING STATION TO DERRY ROAD AND SANTA MARIA BOULEVARD, TOWN OF MILTON, ONTARIO



Site # 2016	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Images
2.	BHR	Residential	138 Commercial Street, west side at Sydney Street	This 1 storey house has a truncated hip roof, a 3 bay front elevation with an entrance porch and modern board & batten siding. The house appears to be forty years of age and older.	The property is not included on the Town of Milton's Heritage List.	 <p>View to the residence at</p>
3.	BHR	Residential	141 Commercial Street, east side	This 1 ½ storey house has a side gable roof, a 3 bay front elevation and board & batten siding.	The property is included on the Town of Milton's Heritage List.	 <p>View northeast to 141 C</p>

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES LOCATED WITHIN OR ADJACENT TO THE PREFERRED FORECMAIN ALTERNATIVE - COMMENTARY FOR THE CLASS EA STUDY FOR NEW WASTEWATER FORCEMAIN FROM FULTON STREET PUMPING STATION TO DERRY ROAD AND SANTA MARIA BOULEVARD, TOWN OF MILTON, ONTARIO



Site # 2016	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Images
4.	BHR	Residential	146 Commercial Street, west side	This 1 ½ storey house has a truncated hip roof with a small hip dormer on the front elevation, entrance porch and modern board & batten siding. The house appears to be forty years of age and older.	This property is included on the Town of Milton's Heritage List.	 View to the residence at
5.	BHR	Residential	152 Commercial Street, west side	This front view of this 1 ½ storey house is partially hidden by vegetation. It has a front gable roof with a later addition of a shed dormer on the south side, clapboard siding and an enclosed front entrance porch. The house appears to be forty years and older in age, possibly first part of 20 th century.	This property is included on the Town of Milton's Heritage List.	 View to the residence at

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES LOCATED WITHIN OR ADJACENT TO THE PREFERRED FORECMAIN ALTERNATIVE - COMMENTARY FOR THE CLASS EA STUDY FOR NEW WASTEWATER FORCEMAIN FROM FULTON STREET PUMPING STATION TO DERRY ROAD AND SANTA MARIA BOULEVARD, TOWN OF MILTON, ONTARIO




Site # 2016	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Imagery
6.	BHR	Residential	162 Commercial Street, west side	This 1 ½ storey house with a hip roof with a visible dormer on the south side and a distinctive rounded tower with a conical roof on the southeast corner. The construction date of the house is undetermined.	This property is included on the Town of Milton's Heritage List.	 View to the residence at
7.	BHR	Residential	174 Commercial Street, west side	This 1 ½ storey, early 20 th century brick house is a vernacular design featuring a symmetric plan featuring belcast roof at each end with overhanging eaves and exposed decorative rafter ends, gable and shed dormers, an enclosed front entrance porch with decorative woodwork and paired and triple window openings with multi-pane upper sash. Located on a corner lot at Sydney and Commercial Streets and set back from Commercial, the house is a visually prominent element in the streetscape.	This property is included on the Town of Milton's Heritage List.	 View to the residence at

TABLE 1: IDENTIFIED CULTURAL HERITAGE LANDSCAPES (CHL) AND BUILT HERITAGE RESOURCES LOCATED WITHIN OR ADJACENT TO THE PREFERRED FORECMAIN ALTERNATIVE - COMMENTARY FOR THE CLASS EA STUDY FOR NEW WASTEWATER FORCEMAIN FROM FULTON STREET PUMPING STATION TO DERRY ROAD AND SANTA MARIA BOULEVARD, TOWN OF MILTON, ONTARIO

Site # 2016	Resource Category	Resource Type	Location	Description	Known Heritage Recognition	Photographs/Digital Images
8.	BHR	Residential	286 Sydney Street, south side, Town of Milton	<p>This 1 ½ storey, early 20th century brick house exhibits characteristics of the Edwardian Classicism style with a front gable roof accented by an eaves return detail and decorative wood shingle siding, an east gable dormer with an entablature also with decorative wood shingle siding, and a full width front verandah with wooden half columns. Cast stone lintels and sills accent the window and door openings. Some of the windows have multi-pane upper sash and there is a decorative leaded glass window beside the main entrance door.</p> <p>Located on a corner lot, it is a visually prominent element within the streetscapes of both Sydney Street and Commercial Street.</p>	This property is included on the Town of Milton's Heritage List.	 <p>View to the residence at</p>

6.0 POTENTIAL EFFECTS OF THE UNDERTAKING TO CULTURAL HERITAGE RESOURCES

6.1 Introduction

This section provides a preliminary assessment of the potential adverse effects of the proposed improvements to the Preferred Forcemain Alternative – Commercial Street identified for the Class EA Study for New Wastewater Forcemain from Fulton Street Pumping Station to Derry Road and Santa Maria Boulevard, Town of Milton. This study is being undertaken in accordance with the planning and design process for Schedule ‘B’ of the MCEA (2000, as approved in 2015) under the EAA.

The conservation of cultural heritage resources in planning is considered to be a matter of public interest. Generally, road improvement projects such as the widening and realignment of existing roadways have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during, as well as after construction. Cultural heritage landscapes and/or built heritage resources may experience displacement or direct impacts, i.e., demolition or removal, if they are located within the rights-of-way of the undertaking or an area of property acquisition for the undertaking, and/or they occupy sites or locations that are required for temporary construction purposes, ancillary services or secondary functions, e.g. temporary site construction offices, lay-down area and storage areas, etc. Land severance as part of the undertaking may result in the isolation of built heritage resources due to lack of access and the potential for demolition or removal.

As well cultural heritage landscapes and/or built heritage resources may experience disruption, or indirect impacts, by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. These indirect impacts may be temporary during construction, such as vibration impacts and dust particles, or permanent such as the introduction of new infrastructure. Other indirect impacts of a temporary or permanent nature may include, but are not limited to, changes in grading, alterations to built heritage resource setting and fabric as a result of visual, audible or atmospheric elements, and the removal of heritage attributes or elements from cultural heritage landscapes such as buildings and structures, tree lines, hedgerows, field patterns, etc.

The Halton Region Public Information Boards for the New Wastewater Forcemain from Fulton Street Pumping Station to Derry Road / Santa Maria Boulevard, Town of Milton, Municipal Class EA Study Public Information Centre Boards (November 23, 2017) were consulted for the cultural heritage assessment. The selected Preferred Forcemain Alternative - Commercial Street (**Figure 2**) located on the east side of Commercial Street will be designed to provide reliability and redundancy to the Region to effectively convey all wastewater generated in the Town of Milton to the Mid-Halton WWTP in the Town of

Oakville. It is 1.5 km in length, runs down the east side of the street and the majority of the route is within the road right-of-way. It will not require private land acquisition requirements. The following works are to be part of the preferred solution:

- Construction of a 600 mm forcemain within the municipal right-of-way on the east side of Commercial Street from just north of Sydney Street to the HUSP manhole at Santa Maria Boulevard and Derry Road; and
- Two 600 mm diameter forcemains crossing Sixteen Mile Creek from the Fulton Street Pumping Station to Commercial Street to connect to the existing 600 mm forcemain - Commercial Street, and the proposed new 600 mm forcemain along Commercial Street.

The exact location and construction methods to be used for the Preferred Forcemain Alternative - Commercial Street will be finalized during Detailed Design phase.

Table 2: Potential Impacts and Mitigation Recommendations for the Preferred Forcemain Alternative - Commercial Street provides a summary of potential impacts for each of the identified cultural heritage sites within and adjacent to the preferred alternative. The locations of Sites 1, 3, 7 and 8 located within or adjacent to the Preferred Forcemain Alternative - Commercial Street are shown in **Figure 3**.



Figure 3. This map shows Sites 1, 3, 7 and 8 located within or adjacent to the Preferred Forcemain Alternative - Commercial Street (purple line) [As adapted, CIMA+, February 2017].

6.2 Direct Impacts

There are no direct impacts, i.e., removal / demolition, to identified cultural heritage resources associated with the Preferred Forcemain Alternative - Commercial Street.

6.3 Indirect Impacts

The Preferred Forcemain Alternative - Commercial Street may result in potential indirect impacts to four (4) identified heritage properties, Sites 1, 3, 7 and 8 (**Figure 3**). Three (3)

of the identified cultural heritage resources properties are included on the Town of Milton's Heritage List, namely:

- 141 Commercial Street (**Site 3: BHR**), included on the Town of Milton's Heritage List;
- 174 Commercial Street (**Site 7: BHR**), included on the Town of Milton's Heritage List; and
- 286 Sydney Street (**Site 8: BHR**), included on the Town of Milton's Heritage List.

Potential impacts may include, but not be limited to, the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting as well as vibration impacts and the location of construction laydown areas. It is anticipated any potential impacts will be temporary during construction activities for the new forcemain associated with the Preferred Forcemain Alternative – Commercial Street.

7.0 MITIGATION RECOMMENDATIONS

A proposed undertaking should not adversely affect cultural heritage resources. Intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resources. Mitigation is the process of causing the lessening or negating of anticipated adverse impacts to cultural heritage resources. It may include, but is not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape, documentation of the built heritage resource if to be demolished or relocated, and the salvage of building materials.

Mitigation measures and best management practices will be implemented to address potential impacts. Generally construction noise and vibration should be managed and kept to a minimum in the vicinity of identified built heritage resources. Landscaping plans should be developed in the vicinity of identified heritage resources to soften the effect of any permanent change to the existing character and/or setting due to the construction activities. Such plans will be described in the Detail Design phase

Table 2: Potential Impacts and Mitigation Recommendations for the Preferred Forcemain Alternative - Commercial Street provides a summary of the recommended mitigation measures for each of the identified cultural heritage sites within and adjacent to the preferred alternative. The Town may require the completion of a Heritage Impact Assessment (HIA) for those properties included on the Town of Milton's Heritage List and affected by the introduction of the new forcemain and any adjacent properties. The Town of Milton, Planning and Development Department has produced the document, *Terms of Reference Heritage Impact Assessment*, as a guideline for such studies.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE PREFERRED ALTERNATIVE - COMMERCIAL STREET

Site #	Resource Category	Resource Type	Location	Potential Impacts	Mitigation
1.	CHL	Waterscape	Sixteen Mile Creek	Potential for some indirect impacts.	Two 600 mm diameter forcemains will connect to the existing 600 mm forcemain and the proposed new 600 mm forcemain on Commercial Street. Since construction activities may have the potential to change the character of the waterscape at this location, the potential impacts should be determined before undertaking construction. Manage any anticipated impacts to mitigate impacts on the subject heritage resource.
2.	BHR	Residential	138 Commercial Street, Town of Milton	No anticipated direct or indirect impacts.	No mitigation required.
3.	BHR	Residential	141 Commercial Street, east side. Town of Milton	No direct impacts. Potential for some indirect impacts due to the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting of the built heritage resource.	Review the Final Detailed Design with respect to the location of the new forcemain on the east side of Commercial Street and the construction methods to determine potential indirect impacts, including but not limited to the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character of the subject built heritage resource, vibrations from the subject built heritage resource and the construction laydown areas adjacent to the subject built heritage resource. Manage any anticipated impacts to mitigate impacts on the subject heritage resource. Since this property is included on the Town of Milton Heritage List, consultation with the Town's Heritage Committee should be undertaken for Detail Design to determine if the project requires the completion of an HIA for the property.

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE PREFERRED ALTERNATIVE - COMMERCIAL STREET

Site #	Resource Category	Resource Type	Location	Potential Impacts	Mitigation
4.	BHR	Residential	146 Commercial Street, Town of Milton	No anticipated direct or indirect impacts.	No mitigation required.
5.	BHR	Residential	152 Commercial Street, Town of Milton	No anticipated direct or indirect impacts.	No mitigation required.
6.	BHR	Residential	162 Commercial Street, Town of Milton	No anticipated direct or indirect impacts.	No mitigation required.
7.	BHR	Residential	174 Commercial Street, Town of Milton	<p>No direct impacts.</p> <p>Potential for some indirect impacts due to the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting of the built heritage resource.</p>	<p>Review the Final Detailed Design with location of the new forcemain on the e Street and the construction methods to potential indirect impacts, including bu introduction of physical, visual, audible that are not in keeping with the charac subject built heritage resource, vibratio subject built heritage resource and the laydown areas adjacent to the subject Manage any anticipated impacts to mi subject heritage resource.</p> <p>Since this property is included on the List, consultation with the Town's Heri undertaken for Detail Design to determ require the completion of an HIA for th property.</p>

TABLE 2: POTENTIAL IMPACTS AND MITIGATION RECOMMENDATIONS FOR THE PREFERRED ALTERNATIVE - COMMERCIAL STREET

Site #	Resource Category	Resource Type	Location	Potential Impacts	Mitigation
8.	BHR	Residential	286 Sydney Street,	No direct impacts. Potential for some indirect impacts.	Review the Final Detailed Design with location of the new forcemain on the e Street and the construction methods to potential indirect impacts, including bu introduction of physical, visual, audible that are not in keeping with the charac subject built heritage resource, vibratio subject built heritage resource and the laydown areas adjacent to the subject Manage any anticipated impacts to mi subject heritage resource. Since this property is included on the T List, consultation with the Town's Herit undertaken for Detail Design to determ require the completion of an HIA for th property.

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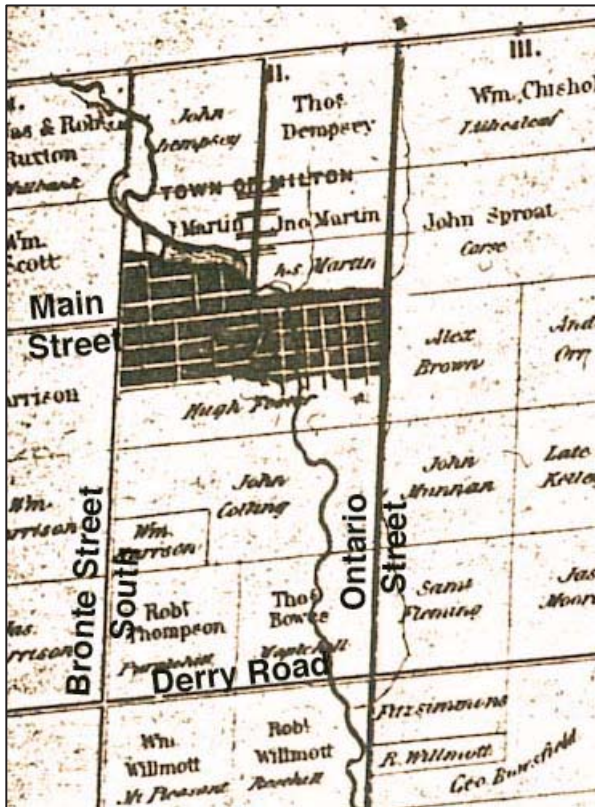
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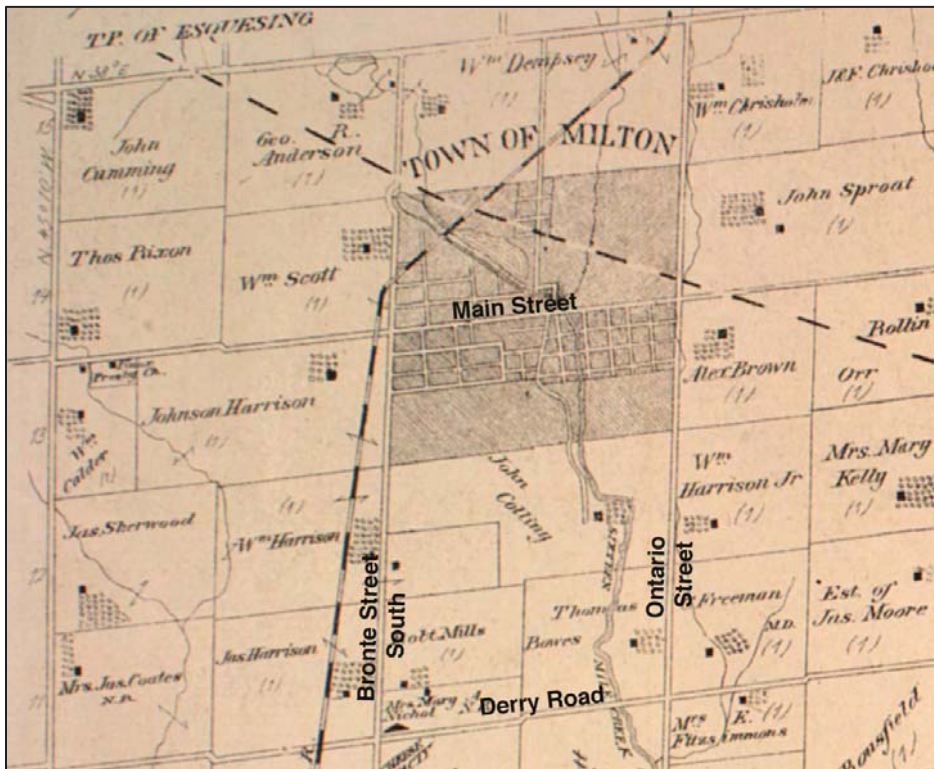
Municipal Contact

Anne Fisher, MCIP, RPP, MRTPI, Heritage Planner, Planning and Development
Department, Town of Milton., 2017.

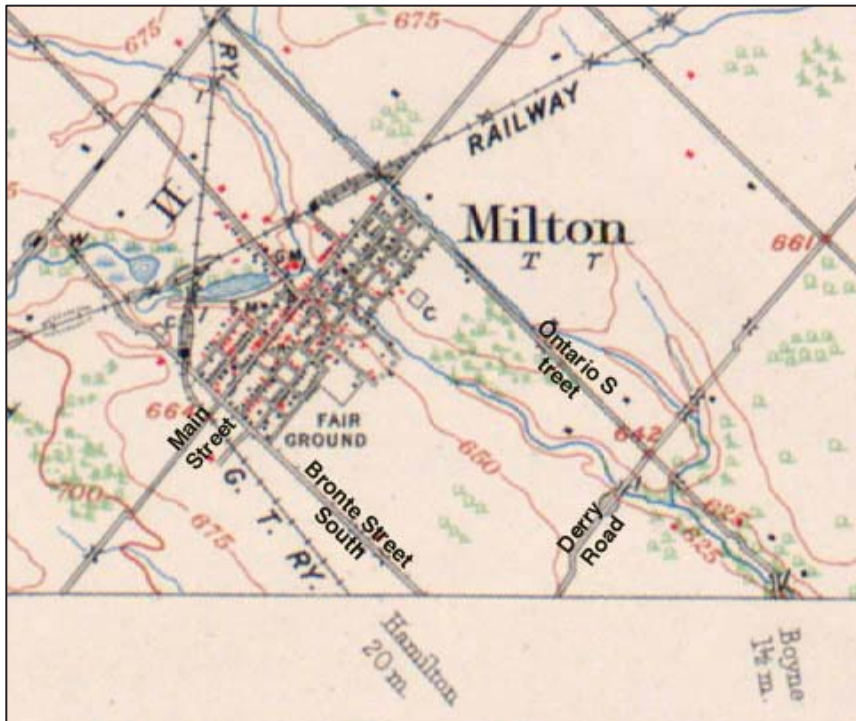
**APPENDIX:
HISTORICAL MAPS**



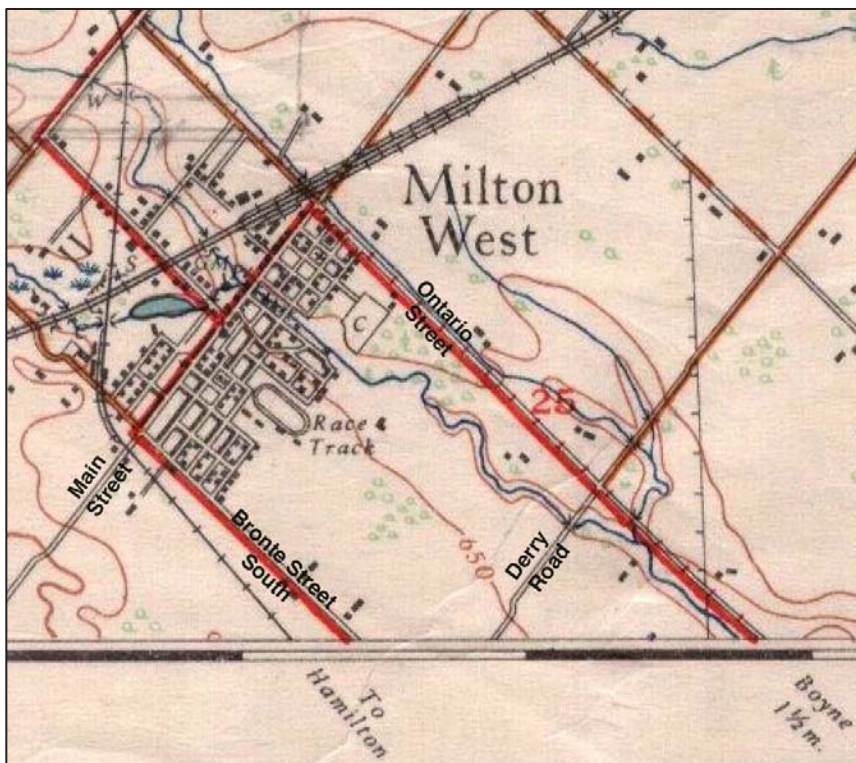
Map of Trafalgar Township showing the Town of Milton and the development south of Main Street to Derry Road [Illustrated Historical Atlas of the County of Halton, Ont. Toronto, Ontario: Walker & Miles, 1877].



Map of Trafalgar Township showing the Town of Milton and the development south of Main Street to Derry Road [NTS 31 M/12, 1909].



This topographic map shows the Town of Milton and the development to the south of Main Street to its town limits [NTS 31 M/12, 1909].



This topographic map shows little development in the Town of Milton south of Main Street to its town limits [NTS 31 M/12, 1942].



This topographic map shows the Town of Milton showing the late 20th century development south from Main Street to Derry Road [NTS 31 M/12, 1994].

