

**Cultural Heritage Assessment
Report, Regional Road 25
Transportation Corridor
Improvements from Steeles
Avenue to 5 Side Road**

Road allowance between Lots 1-
5, Concession 2 and Lots 1-5,
Concession 3



Prepared for:
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Sign-off Sheet


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**CULTURAL HERITAGE ASSESSMENT REPORT, REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE TO 5 SIDE ROAD**

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Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by the Regional Municipality of Halton (Halton Region) to carry out a Municipal Class Environmental Assessment (MCEA) for the Regional Road 25 Transportation Corridor Improvements study. This project includes proposed transportation improvements along Martin Street/Regional Road 25 between Steeles Avenue and 5 Side Road in the Town of Milton, Ontario. As part of this work, a Cultural Heritage Resource Assessment (CHRA) was completed.

This CHRA was completed to identify heritage resources, including built heritage and cultural heritage landscapes, present within, and adjacent to, the study area. A land use history was completed to provide a cultural context for the study area and to provide a background upon which to base evaluations. Potential heritage resources were identified through consultation and a windshield survey, inventoried, and evaluated according to *Ontario Regulation (O. Reg.) 9/06*, the criteria for determining cultural heritage value or interest (CHVI) (Government of Ontario 2006d). Where CHVI was identified, the resource was mapped and recommendations made for further study.

In order to identify protected properties, the Ministry of Tourism, Culture and Sport (MTCS), the Ontario Heritage Trust (OHT), and the Town of Milton were consulted. As a result, one protected heritage property was identified within, or adjacent to, the study area. The property (1 Chris Hadfield Way) is listed as heritage a resource in the Town of Milton's Heritage Inventory but is not designated under the *Ontario Heritage Act* (OHA).

A windshield survey was undertaken to identify potential heritage resources within, and adjacent to, the study area and confirm the presence of the previously identified heritage property. Where identified, the potential heritage properties were photographed from the public right-of-way. A total of 13 properties were identified as potential heritage properties. In each case an evaluation of the CHVI of the property was undertaken according to O. Reg. 9/06. Each potential heritage resource was considered both as an individual structure and as a potential component of a cultural heritage landscape. Following evaluation, two cultural heritage resources were identified within, and adjacent to, the study area.

Based on the findings of the CHRA, the following recommendations are made:

- 1) Two cultural heritage resources were identified in this CHRA, including the train station located at 1 Chris Hadfield Way (CHR 1), and the Maplehurst Correctional Complex and Vanier Centre for Women located at 661 Martin Street (CHR 2). These cultural heritage resources should be avoided during the proposed construction of road improvements within the study area.

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- 2) An impact assessment of the preferred alternative should be carried out to identify impacts to heritage resources within, and adjacent to, the study area. The results of the impact assessment will be included in an updated version of this report.
- 3) To assist in the retention of historic information, copies of this report should be deposited with a local repository of historic material and municipal planning staff.

The Executive Summary highlights key points from the report only; for complete information and findings the reader should examine the complete report.

CULTURAL HERITAGE ASSESSMENT REPORT, REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE TO 5 SIDE ROAD

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CULTURAL HERITAGE ASSESSMENT REPORT, REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE TO 5 SIDE ROAD

Abbreviations

BHR	Built Heritage Resource
CHAR	Cultural Heritage Assessment Report
CHL	Cultural Heritage Landscape
CHR	Cultural Heritage Resource
CHVI	Cultural Heritage Value or Interest
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
PPS	Provincial Policy Statement

Glossary

Heritage Resource	Properties with built or landscape elements where cultural heritage value or interest (CHVI) has been determined according to O. Reg. 9/06. Prior to evaluation, resources identified to be 40 years of age or older are considered to be <i>potential</i> heritage resources. There are two categories of Heritage Resources: Built Heritage Resources and Cultural Heritage Landscapes. For the purposes of this report, the term Heritage Resource is used exclusively unless assessing the CHVI of a potential heritage resource.
Built Heritage Resource	A single building, structure, monument, installation or remains determined to be of cultural heritage value or interest following evaluation according to O.Reg.9/06 or protected under the <i>Ontario Heritage Act</i> or listed by local, provincial or federal jurisdictions. This may include residences, barns, bridges, and similar features (based on definition provided in the 2014 <i>Provincial Policy Statement</i> (PPS) (Government of Ontario 2014).
Cultural Heritage Landscape	A defined geographical area that may have been modified by human activity and determined to be of cultural heritage value or interest following evaluation according to O. Reg. 9/06 or protected under the <i>Ontario Heritage Act</i> or listed by local, provincial or federal jurisdictions. This may include grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form an important type of heritage form, distinctive from that of its constituent elements or parts (based on definition provided in the PPS).
Heritage Attributes	The components of a Heritage Resource that define its CHVI. These may include, but are not limited to, principal features, characteristics, context, and appearance of a Heritage Resource (based on definition provided in the PPS).
Protected Heritage Property	Properties which are designated under, or subject to an easement made under, the <i>Ontario Heritage Act</i> , as well as properties identified by provincial authorities and proscribed public bodies as a provincial heritage property. In addition, protected heritage property includes those identified by federal or international authorities as such including, but not limited to,

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Parks Canada or UNESCO (based on definition provided in the PPS).

Protected Property

Protected Heritage Properties as well as any property previously identified by municipal staff or provincial agencies as containing, or having the potential to contain, cultural heritage value or interest. This includes properties identified on municipal registers, lists, or inventories of potential heritage resources.

1.0 INTRODUCTION

1.1 STUDY PURPOSE AND OBJECTIVES

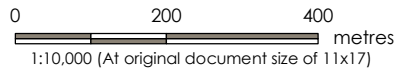
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This CHRA was completed to identify heritage resources, including built heritage and cultural heritage landscapes, present within, and adjacent to, the study area. A land use history was completed to provide a cultural context for the study area and to provide a background upon which to base evaluations. Potential heritage resources were identified through consultation and a windshield survey, inventoried, and evaluated according to *Ontario Regulation (O. Reg.) 9/06*, the criteria for determining cultural heritage value or interest (CHVI) (Government of Ontario 2006d). Where CHVI was identified, the resource was mapped and recommendations made for further study. The objectives of the CHRA are summarized below:

- Prepare a land use history of the study area for use in the identification and evaluation of heritage resources;
- Identify potential heritage resources within the study area through a preliminary property inspection from the public right-of-way (ROW);
- Evaluate the CHVI of the potential heritage resources to determine the number of heritage resources present; and
- Prepare recommendations for future work where heritage resources were identified.



- Legend
- Cultural Heritage Study Area
 - Parcel Boundary
 - Municipal Boundary



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2017.
 3. Orthoimagery © First Base Solutions, 2017. Imagery Date, 2015.



Project Location
Town of Milton

165010586 REVA
Prepared by KDB on 2017-12-07

Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.
CULTURAL HERITAGE ASSESSMENT REPORT

Figure No.
1

Title
Study Area

2.0 METHODOLOGY

2.1 REGULATORY REQUIREMENTS

The requirement to consider cultural heritage in MCEAs is discussed in the Municipal Engineers Association MCEA document (2015) and Provincial Policy Statement (PPS) (2014). The MCEA document considers cultural environment heritage, including built heritage resources and cultural heritage landscapes as well as archaeological resources, as one in a series of environmental factors to be considered when undertaking a MCEA. The identification of these cultural heritage factors is particularly important when describing existing and future conditions, assessing development alternatives, and determining the preferred alternative.

The MCEA document further suggests that cultural heritage resources that retain heritage attributes should be identified early in the EA process and be avoided where possible. Where avoidance is not possible, potential effects to these attributes should be identified and minimized. Adverse impacts should be mitigated according to provincial and municipal guidelines. It is suggested that this happen early in the process so that potential impacts to significant features can be included in an understanding of project impacts and plans established to mitigate these impacts.

In addition to requirements outlined in the MCEA document, provisions made under the PPS are also considered in the preparation of a CHAR. Section 2.6 of the PPS addresses cultural heritage in the land use planning process and as such was considered. The applicable provisions include:

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

2.6.3 - Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

(Government of Ontario 2014: 29)

2.2 BACKGROUND HISTORY

The CHAR was composed of a program of archival research focused on the Study Area. To familiarize the study team with the study area, local historical resources were consulted, archival documents were reviewed, and a summary of the historical background of the local area was prepared. Specifically, historical mapping was consulted to identify the presence of structures, settlements, and other potential heritage resources in advance of the field program. Mapping

CULTURAL HERITAGE ASSESSMENT REPORT, REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE TO 5 SIDE ROAD

from 1858, 1877, 1951, and 1964 was reviewed. Aerial images from 1954 and 1985 were also reviewed.

2.3 MUNICIPAL AND AGENCY CONSULTATIONS

The *Town of Milton Heritage List* was reviewed to determine the presence of listed or designated properties in the vicinity of the study area (Town of Milton 2016).

Listings of provincially and locally designated properties, districts and easements are maintained by the Ontario Heritage Trust (OHT), the Ministry of Tourism, Culture, and Sport (MTCS), and the Town of Milton. Consultation with these interested agencies and municipalities is required to confirm the presence or absence of designated, listed, or registered heritage properties within the study area.

Recognition of protected properties varies greatly and is dependent on the level of CHVI identified or, in some cases, the level of investigation undertaken. For the purpose of this memo, any property previously identified by municipal staff or provincial agencies as containing, or having the potential to contain, CHVI was determined to be a protected property.

2.4 FIELD PROGRAM

A vehicular windshield survey was conducted on August 3, 2017 from publicly accessible roadways by Laura Walter and Frank Smith, both Cultural Heritage Specialists with Stantec. At this time, the study area was surveyed for potential heritage resources, including both potential built heritage resources and components of cultural heritage landscapes. Potential heritage resources were photographed and their locations recorded. Characteristics of each potential heritage resource were noted while in the field and recorded.

In general, buildings and structures of more than 40 years of age were evaluated during the survey for their potential to satisfy O.Reg.9/06 criteria. The use of the 40-year threshold is generally accepted by both the federal and provincial authorities as a preliminary screening measure for CHVI. This practice does not imply that all buildings and structures more than 40 years of age are inherently of significant heritage value, nor does it exclude exceptional examples constructed within the past 40 years of being of significant cultural heritage value.

2.5 EVALUATION OF CULTURAL HERITAGE VALUE

The criteria for determining CHVI is defined by O.Reg.9/06. Each potential heritage resource was considered both as an individual structure and as a potential component of a cultural landscape. Where CHVI was identified, a structure or landscape was assigned a CHR number and the property was determined to contain a heritage resource. Evaluations for each property are contained in Appendix A.

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2.5.1 Ontario Regulation 9/06

In order to identify CHVI, at least one of the following criteria must be met:

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

3.0 HISTORICAL DEVELOPMENT

3.1 INTRODUCTION

The study area is located in the former Township of Esquesing, Halton County, now the Town of Milton, Regional Municipality of Halton, in the following Lots and Concessions:

- Road allowance between Lots 1-5, Concession 2 and Lots 1-5, Concession 3

The following sections outline the historical development of the study area from the time of Euro-Canadian settlement to the 20th century.

3.2 PHYSIOGRAPHY

The majority of the study area falls within the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984: 113). The region is a level to undulating tract of clay soils, stretching across the Regional Municipalities of York, Peel, and Halton. The general elevation of the region is 500 to 750 feet above sea level. The underlying geological material is a till containing large amounts of shale and limestone. The water supply in the region has historically been a constraint to settlement, due to the density of the till, and the lack of thick beds of sand to serve as aquifers. This is combined with the high degree of evaporated water from the deforested clay surface (Chapman and Putnam 1984: 174-175). Major watercourses that traverse this region include the Credit River, Humber River, Don River, Rouge River, Bronte Creek, Oakville Creek, Sixteen Mile Creek, and Etobicoke Creek. Generally, the region is dominated by heavy clays, however some areas comprise sandy alluvial trains, such as at Unionville. Some evidence exists to indicate that the natural vegetation of the Peel Plain was formerly a diverse hardwood forest (Chapman and Putnam 1984: 174-175).

A small section of the north end of the study area falls within the South Slope physiographic region of southern Ontario. The South Slope physiographic region constitutes the southern aspect of the Oak Ridges Moraine. The region has an average breadth of approximately 10 to 11 kilometres with an average elevation of between approximately 244 metres and 305 metres above sea level. This region spans from the Niagara Escarpment in the west to the Trent River in the east (Chapman and Putnam 1984:172-174).

3.3 SURVEY AND SETTLEMENT

The Township of Esquesing was surveyed in 1818 by Charles Kennedy and Richard Bristol, into 11 concessions, running west to east and each containing 32 lots (Widdis 1982: 451). The survey for the township was based on a double-front system technique that divided the land into ten equal lots surrounded by roads (Plate 1). The name Esquesing translates into the "land of the tall pines" or "last creek out" in the language of the Mississauga First Nation (Walker & Miles 1877). A

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block of land was set aside in the southwest corner of township within the study area, known as the Scottish Block for a group of new immigrants from Perthshire, Scotland. The block was granted by the Upper Canada government following a petition in 1819 from John and James Stewart (McDonald 2011: 222).



Plate 1: Double-Front Survey System (Dean 1969)

Settlers began arriving to the township in 1819, with the majority from the British Isles. Settlements in the township developed along the waterways that provided the water power for mills and accessible transportation prior to the construction of roads. This included Acton, Georgetown, Glen Williams, Limehouse and Norval (Walker & Miles 1877).

3.4 19TH CENTURY LAND USE

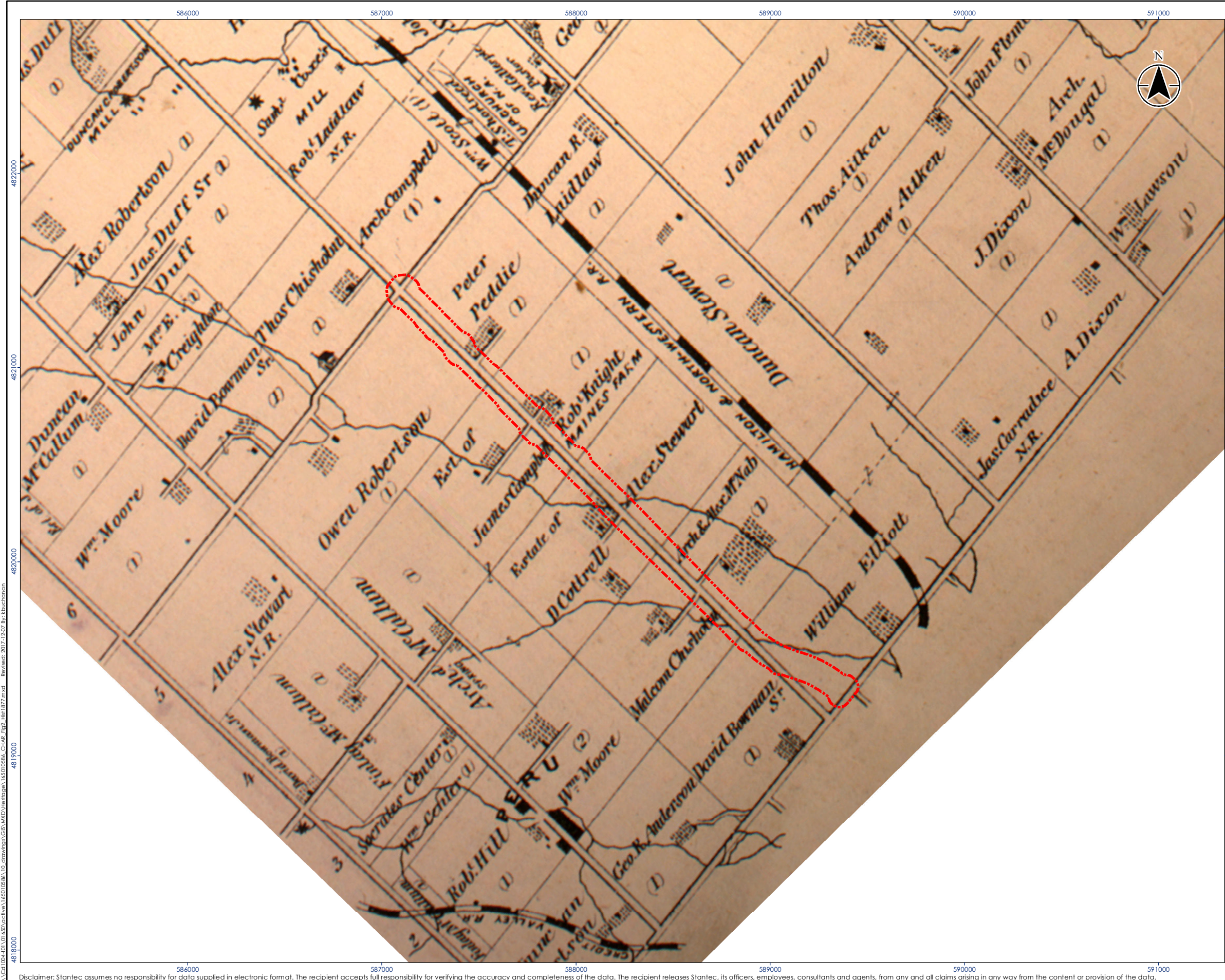
The first township meeting for the Township of Esquesing was held on January 1, 1821, at the house of Joseph Standish. In following council meetings were held at Thomas Thompson's tavern on the 7th Line. The population in 1821 was 424 (Walker & Miles 1877). Accessibility was increased through the township with the construction of York Road (now Highway 7) in 1832, between York and Guelph. In 1846, the Trafalgar, Esquesing and Erin Road Company was formed to construct a plank road from Oakville north to Fergus. The roadway was constructed in 1850 as an extension of Trafalgar Road with toll gates installed every few kilometres (Oakville Historical Society n.d). Villages developed at the intersections of the Trafalgar Road, including Hornby, Ashgrove, Stewarttown, and Ballinafad. The largest village in the township was Stewarttown, which also served as the capital of the township and held township council meetings from 1850 until 1963 (McDonald 1996: 4).

The arrival of the railway provided stimulus for the villages of Acton and Georgetown. In 1856, the Toronto and Guelph Railway, a branch of the Grand Trunk Railway (GTR) opened through the township with stations in Acton, Limehouse and Georgetown (McDonald 2011: 87). Georgetown became a railway centre in the township, with the construction of the Hamilton

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and Northwestern Railway line through the township, within the study area in 1877, with a station in the village. The railway led to the development of numerous industries in Georgetown including the Georgetown Carriage Factory, Boot and Shoe Manufactory, Franz and Pope Knitting Machine Manufacturing Company, and Georgetown Envelope Company. Georgetown was incorporated as a village in 1864, and Acton in 1873 (Walker & Miles 1877).

Historical mapping from 1858 depicts numerous property owners on both sides of Regional Road 25 within the study area limits. Most notably, a blacksmith shop is depicted at the southwest side of the intersection of Regional Road 25 and Steeles Avenue (Tremaine 1858). Mapping from 1877 depicts that there were a number of historical farmsteads and orchards along Regional Road 25 between Steeles Avenue and 5 Side Road, including four farmsteads and orchards on the east side of Regional Road 25 and six farmsteads and orchards on the west side (Figure 2). By 1877, part of the Hamilton and Northwestern Railroad ran through the study area in Lots 1-5, Concession 3. (Walker & Miles 1877).



Legend
Approximate Location of Study Area

Notes
1. Historical information not to scale.
2. Map Reference: Pope, J. H., <ita>Illustrated historical atlas of the county of Halton, Ont.</ita> Toronto : Walker & Miles, 1877.



Project Location
Municipality of
165010586 REVA
Prepared by KDB on 2017-12-07

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CULTURAL HERITAGE ASSESSMENT REPORT

Figure No.
2

Title
Study Area, 1877

3.5 20TH CENTURY LAND USE

The 20th century brought changes in industry to the Township of Esquesing, with small industries unable to compete against larger manufactories in towns. Young men left farms to find work in towns and cities where these large industries had been established. This included lands south of the study area, which contained the Milton Brick Works and the P.L. Robertson Screw Company. Elsewhere in the township, the land use focus remained agriculture for the early part of the century. Until 1940, the majority of land in the county was used for agriculture with the average farm being 100 acres in size (Chapman and Putnam 1976: 176). By the mid-20th century with the development of major and international companies in the County of Halton accompanied with the construction of Highway 401 in the late 1950s, the area witnessed a new wave of economic growth (McDonald 1996: 4).

The section of Regional Road 25 in the study area went through several different name and jurisdiction changes during the 20th century. Prior to 1937, the road was named the Milton-Acton Road. In 1937, it became a northern extension of the provincial highway King's Highway 25. The expanded highway ran from the Queen Elizabeth Way in Oakville, north to the rural town of Grand Valley. The stretch of King's Highway 25 in the study area remained unpaved until 1951 (Bever 2017).

Aerial photography from 1954 shows the study area to be rural and agricultural. Development in the 1950s remained south of Steeles Avenue (Figure 3). Milton would begin a transformation to a bedroom community in 1959, when Highway 401 was extended into the study area. The highway and ramps were built in Lots 2-3, Concession 2 and Lots 2-3, Concession 3.

The railway line present in Lot 1, Concession 2 and Lots 1-5, Concession 3 was part of the Grand Trunk Railroad until 1923. Canadian National Railways is now the current operator. In 1963, a new spur of the line was constructed that carried the railroad over Highway 25. A steel bridge with concrete abutments was built. The rail spur continues west until curving south adjacent to Steeles Avenue and merging with the main line one kilometre south of Steeles Avenue. Today, all traffic follows this new configuration and the original path through the study area is no longer used.

Between 1960 and 1964, three residences were constructed on the west side of Highway 25, in Lot 4, Concession 2 (Figure 4). These three residences are typical examples of mid-20th century suburban housing. Another residence was built on the northwest corner of Lot 4, Concession 3. This residence was demolished between 2009 and 2013 to continue expansion of the Milton Industrial Park.

One of the first major non-agricultural or infrastructure developments in the study area was the construction of Maplehurst Correctional Centre in 1974. The \$15.7 million-dollar jail, constructed in Lots 1-2 of Concession 3, opened in August 1975 and was described by James Snow, Minister of Government Services, as "modern, attractive, and fully functional." The first group of 400 prisoners arrived in September 1975. The prison, set on 90 acres of land, focused on vocational

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and academic training for inmates with the hope they could become productive citizens upon release (Beaufoy 1975). The complex is still in use and also includes the Vanier Centre for Women.

On January 1, 1974, the Township of Esquesing was integrated within the Regional Municipality of Halton. Included within the municipality is the City of Burlington and the Towns of Halton Hills, Milton, and Oakville. The study area was amalgamated as part of the Town of Milton. The population of Halton Region grew quickly following the amalgamation from 190,200 in 1971 to 271,400 in 1981, and 313,000 in 1991 (McDonald 2011 92). Halton remains a prosperous and growing region, and grew from a population of 375,229 in 2001 to 439,256 in 2006 (Halton Region 2009).

Chris Hadfield Park, originally named Unity Park, is located in Lot 1, Concession 3 of the study area. In 1974, Milton's original CN railroad station from the late 19th-early 20th century was restored and relocated to the park. In 1982, the park was the site of Milton's 125th anniversary celebration. The park also contained Millennium Gardens and a memorial to victims of work place accidents.



Plate 2: Soldiers leaving Milton Train Station for England, 1914 (Milton Images 2017)

In the 1990s the study area began to transition to commercial and industrial use. Development in the study area proceeded from south to north along Regional Road 25. Aerial photography from

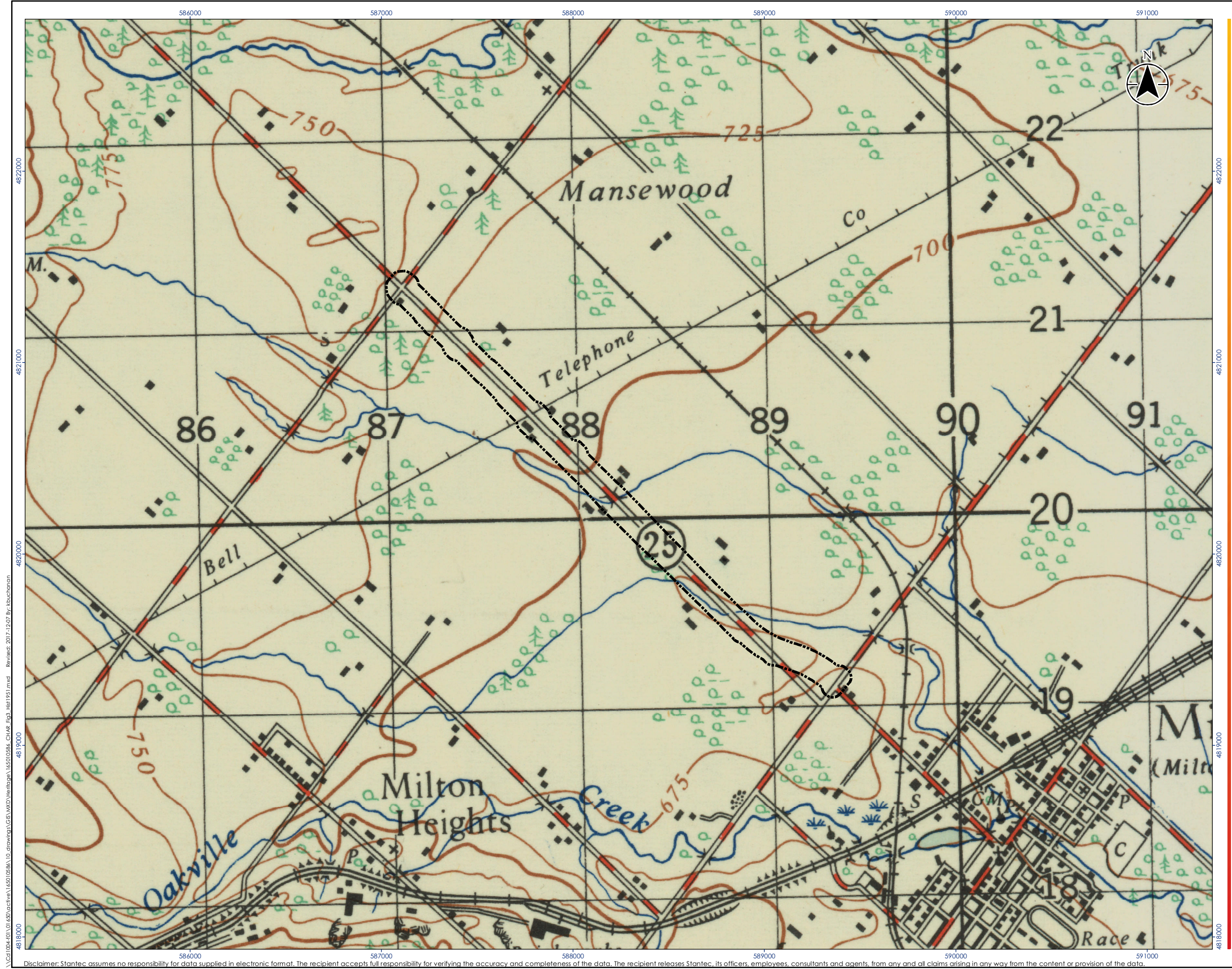
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1985 shows construction along Steeles Avenue and King's Highway 25 south of Highway 401. By 1993, development began on the north side of Highway 401, primarily in Lots 3-5 of Concession 3.

King's Highway 25 was downloaded to the regional government in 1998 and the portion of the road in the study area became Regional Road 25 (Bevers 2017). The road is also named Martin Street south of Highway 401.

A major curtailment on the growth of Milton was the town's reliance on well water (Immen 1999). Construction of a pipe that brought fresh water from Lake Ontario and transported sewage for treatment in Oakville was completed in 2000. New development surged, spurred on by new subdivisions. Milton's population increased from 33,000 in 1999 to 84,000 in 2012 (Friesen 2012). The new source of water and sewage treatment opened the study area to further industrial development.

In 2000, the Milton Town Council approved the establishment of the 401 Industrial/Business Secondary Park (Town of Milton 2017). The Region of Halton also approved the motion in 2001. The 401 Industrial/Business Secondary Park includes the entire study area. The site was advertised as an ideal location for business and industry, less than one hour from Toronto and one hour to the United States border. By 2004 development began on the west side of Regional Road 25. In 2013, the Milton 401 Industrial/Business Park totaled 1,650 acres, with only 494 acres still vacant. The park had 282 businesses, that employ 5,496 people (Halton Region 2017).



Legend
[Dashed line symbol] Approximate Location of Study Area

Notes
1. Historical information not to scale.
2. Map Reference: Canada Department of National Defence, Army Survey Establishment, 1951

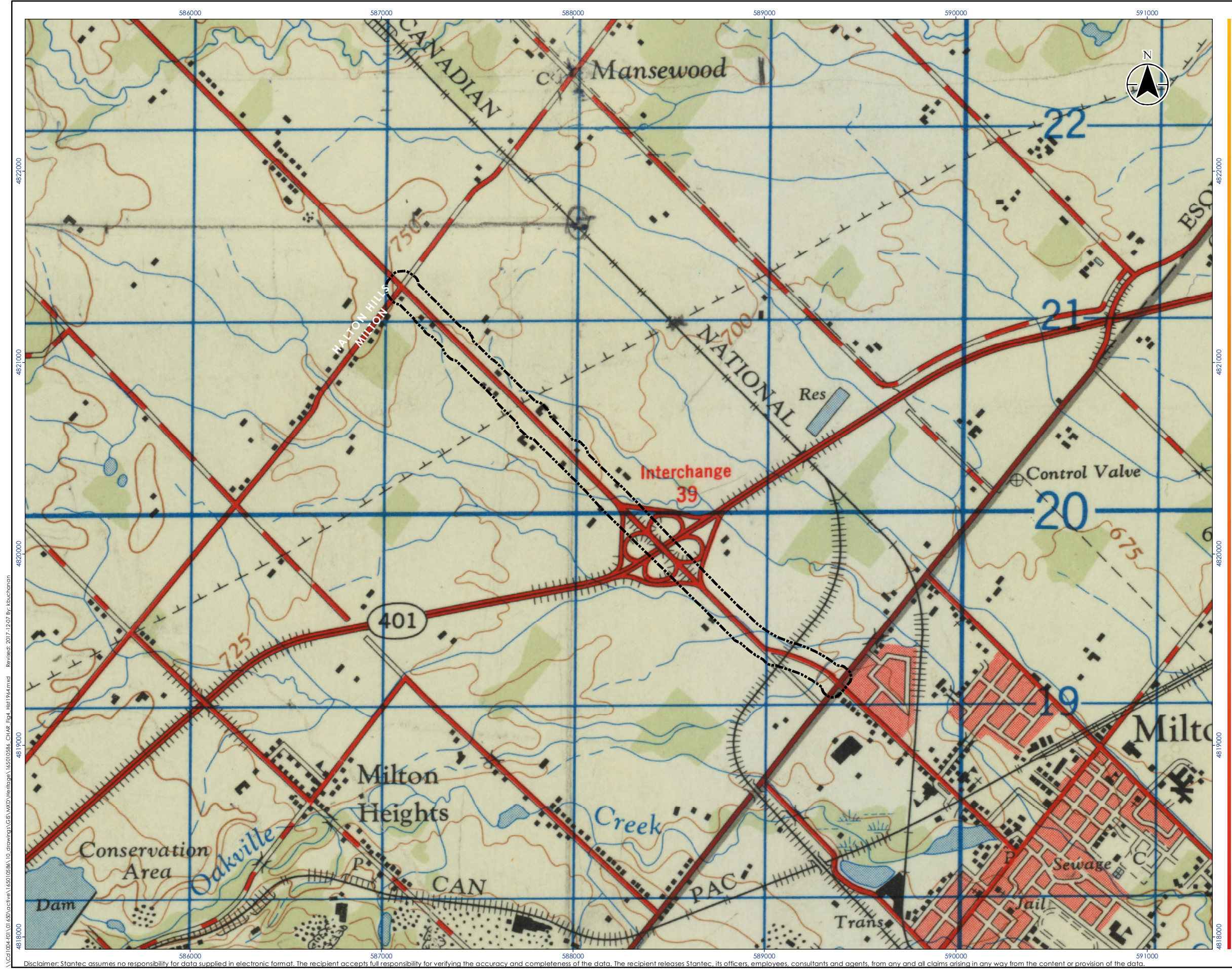


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Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.
CULTURAL HERITAGE ASSESSMENT REPORT

Figure No.
4

Title
1951 Topographic Map



Legend
 Approximate Location of Study Area

Notes
1. Historical information not to scale.
2. Map Reference: Canada Department of National Defence, Army Survey Establishment, 1964



Project Location
Region of Halton
165010586 REVA
Prepared by KDB on 2017-12-07

Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.
CULTURAL HERITAGE ASSESSMENT REPORT

Figure No.
4

Title
1964 Topographic Map

4.0 RESULTS

4.1 AGENCY AND MUNICIPAL CONSULTATION

The MTCS and OHT were contacted to determine if there are any protected or potential heritage resources within or adjacent to the study area.

Karla Barboza, Team Lead, Heritage, at the MTCS, reported that there are no provincial heritage properties within, or adjacent to, the study area.

Thomas Wicks, Heritage Planner, at the OHT reported that no conservation easement sites are located within or adjacent to the study area.

Cecilia Nin Hernandez, Planner, Town of Milton, provided links to the Town of Milton's Heritage Inventory, which includes designated and listed heritage properties in the municipality. One listed property is located within, or adjacent to, the study area: 1 Chris Hadfield Way, a park that contains the former Milton Train Station.

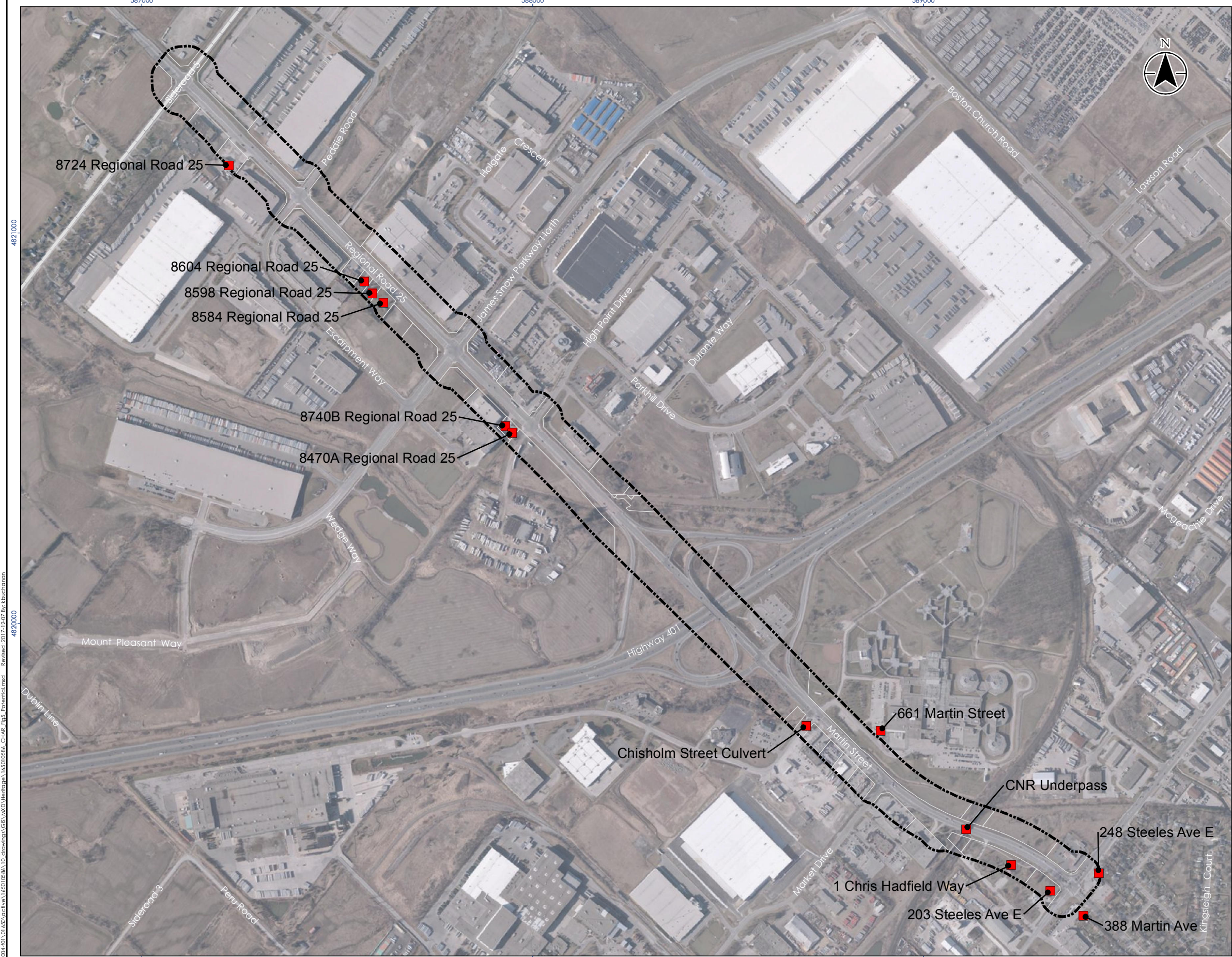
4.2 FIELD PROGRAM

4.2.1 Potential Heritage Resources

As described in Section 2.4, a windshield survey was undertaken to identify potential heritage resources situated within, and adjacent to, the study area. Where identified, the site was photographically documented from the public ROW.

During the course of the survey, a total of 13 individual sites were identified as containing potential heritage resources (Figure 5), including:

- One bridge
- One train station (listed on the Town of Milton's Heritage Inventory as a 'listed' property)
- One culvert
- Two civic buildings
- Two commercial buildings
- Six residences that date to the mid- 20th century



- Legend
- Cultural Heritage Study Area
 - Potential Heritage Resource



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2017.
 3. Orthoimagery © First Base Solutions, 2017. Imagery Date, 2015.



Project Location
Municipality of

165010586 REVA
Prepared by KDB on 2017-12-07

Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.
CULTURAL HERITAGE ASSESSMENT REPORT

Figure No.
5

Title
Potential Heritage Resources

587000 588000 589000 4821000 4820000 4819000

Peckle Road
Holgate Crescent
James Snow Parkway North
High Point Drive
Durate Way
Parkhill Drive
Wedge Way
Mount Pleasant Way
Highway 401
Market Drive
Kingsleigh Court
Steeles Ave E
Chris Hadfield Way
203 Steeles Ave E
388 Martin Ave
CNR Underpass
Chisholm Street Culvert
661 Martin Street
8724 Regional Road 25
8604 Regional Road 25
8598 Regional Road 25
8584 Regional Road 25
8740B Regional Road 25
8470A Regional Road 25

4.3 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST



Where a potential heritage resource was identified within the study area, an evaluation of the CHVI of the property was undertaken. As described in Section 2.5, each potential heritage resource was evaluated according to O. Reg. 9/06, the criteria for determining CHVI. In addition, each potential heritage resource was considered both as an individual structure and as a landscape. Where CHVI was identified, a structure or landscape was assigned a cultural heritage resource number (CHR). Detailed evaluations for each property are contained within Appendix A.

Following evaluation, two cultural heritage resources were identified within, or adjacent to, the study area (Figure 6). The two properties found to have CHVI include:

- 1 Chris Hadfield Way (CHR 1) (train station)
- 661 Martin Street (CHR 2) (civic building)

A summary of the 13 properties assessed is provided in Table 1.

Table 1: Summary of Determination of Cultural Heritage Value or Interest

Municipal Address	Category	CHVI	CHR Number	Photo
Martin Street, 300 metres north of Steeles Avenue East	Bridge (CNR Underpass)	No	N/A	
1 Chris Hadfield Way	Train Station	Yes	CHR 1	





**CULTURAL HERITAGE ASSESSMENT REPORT, REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE TO 5 SIDE ROAD**

Table 1: Summary of Determination of Cultural Heritage Value or Interest

Municipal Address	Category	CHVI	CHR Number	Photo
388 Martin Street	Mid-20 th Century Residence	No	N/A	
248 Steeles Ave E	Mid-20 th Century Residence	No	N/A	
203 Steeles Ave E	Civic Building	No	N/A	
661 Martin Street	Civic Building (Maplehurst Correctional Complex and Vanier Centre for Women)	Yes	CHR 2	




CULTURAL HERITAGE ASSESSMENT REPORT, REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE TO 5 SIDE ROAD

Table 1: Summary of Determination of Cultural Heritage Value or Interest

Municipal Address	Category	CHVI	CHR Number	Photo
8724 Regional Road 25	Commercial Building	No	N/A	
8584 Regional Road 25	Mid-20 th Century Residence	No	N/A	
8598 Regional Road 25	Mid-20 th Century Residence	No	N/A	
8604 Regional Road 25	Mid-20 th Century Residence	No	N/A	

**CULTURAL HERITAGE ASSESSMENT REPORT, REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE TO 5 SIDE ROAD**

Table 1: Summary of Determination of Cultural Heritage Value or Interest

Municipal Address	Category	CHVI	CHR Number	Photo
8470A Regional Road 25	Mid-20 th Century Residence	No	N/A	
8470B Regional Road 25	Commercial Building	No	N/A	
West side of the intersection of Chisholm Drive and Martin Street	Culvert	No	N/A	



- Legend
- Cultural Heritage Study Area
 - Identified Heritage Resource

0 200 400 metres
1:10,000 (At original document size of 11x17)

- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2017.
 3. Orthoimagery © First Base Solutions, 2017. Imagery Date, 2015.



Project Location
Municipality of

165010586 REVA
Prepared by KDB on 2017-12-07

Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION CORRIDOR
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CULTURAL HERITAGE ASSESSMENT REPORT

Figure No.
6

Title
Identified Heritage Resources

5.0 DESCRIPTION OF THE PROPOSED UNDERTAKING

The need for additional capacity in the Regional Road 25 corridor was identified in the Halton Region Transportation Master Plan – The Road to Change (2011). The improvements required for Regional Road 25 in the study area will include a combination of the following:

- Widening the existing four lane roadway to six through lanes;
- Addition of on-road and off-road active transportation facilities;
- Improvements to the Canadian National Railway rail overpass to accommodate the widened cross-section, including active transportation facilities;
- Improvements at the Highway 401 interchange to accommodate the six-lane cross section, including active transportation facilities;
- Improvements at all intersections within the study area; and
- Improvements to vertical and horizontal alignments where necessary, including structural improvements/widening.

A final alternative is not yet available for the proposed undertaking. A description of the proposed undertaking will be provided once available.

6.0 ASSESSMENT OF IMPACTS

A range of road improvement alternatives are being explored as part of the Regional Road 25 Corridor (Steeles Avenue East to 5 Side Road) MCEA. The preferred alternative has not yet been selected and drawings of the preferred alignment are not available.

Once a preferred design has been selected for the site, an impact assessment will be prepared to determine the potential impacts of the proposed development. The assessment of impacts to heritage resources will be based on the impacts defined in the MTCS *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* from the *Heritage Resources in the Land Use Planning Process Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* (Government of Ontario 2006). Impacts to heritage resources may be direct or indirect. Direct impacts include:

- **Destruction** of any, or part of any, significant heritage attributes or features
- **Alteration** that is not sympathetic, or is incompatible, with the historic fabric and appearance

Indirect impacts to cultural heritage resources do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the cultural heritage value of a property by causing:

- **Shadows** created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden
- **Isolation** of a heritage attribute from its surrounding environment, context, or a significant relationship
- **Direct or indirect obstruction** of significant views or vistas within, from, or of built and natural features
- **A change in land** use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces
- **Land disturbances** such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource

(Government of Ontario 2006)

7.0 RECOMMENDATIONS

7.1 AVOIDANCE

Two cultural heritage resources were identified in this CHRA, including the train station located at 1 Chris Hadfield Way (CHR 1), and the Maplehurst Correctional Complex and Vanier Centre for Women located at 661 Martin Street (CHR 2). These cultural heritage resources should be avoided during the proposed construction of road improvements within the study area.

7.2 IMPACT ASSESSMENT

An impact assessment of the preferred alternative should be carried out to identify impacts to heritage resources within, and adjacent to, the study area. The results of the impact assessment will be included in an updated version of this report.

7.3 DEPOSIT COPIES

Once the impact assessment is complete, copies of this report should be deposited with local repositories of historic material and municipalities. Therefore, it is recommended that this report be deposited at the following locations:

Town of Milton – Main Library

1010 Main Street East
Milton, Ontario, L9T 6H7

8.0 SOURCES

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APPENDIX A: INVENTORY OF HERITAGE RESOURCES

Municipal Address: Regional Road 25, 300 metres north of Steeles Avenue East

Former Township or County: Esqueving Township

Municipality: Regional Municipality of Halton

Resource Type: Bridge

Associated Dates: 1963

Relationship to Project: Within Study Area

Description: Steel half-through plate girder railway bridge that takes the CN over Regional Road 25. Concrete abutment and wing walls. Date stamp of 1963 on each side. Painted blue with CN logo and Town of Milton wordmark.



Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: This bridge is a steel half-through plate girder rail subway that carries the CN railway over Martin Street. The bridge was built in 1963 and is oriented in a general north-south direction. The bridge is painted blue and includes the CN and Town of Milton logos. This bridge is a utilitarian structure that does not display a high degree of craftsmanship/artistic merit or technical/scientific achievement.

Historical or Associative Value: The Martin Street bridge is historically associated with the construction of the CN railway through the study area in 1963. This section of the CN railway was added as a spur line and connects to the main CN line approximately one kilometre south of Steeles Avenue. Beyond the historical association with the CN railway, this bridge has little potential to add to an understanding of a community or culture. The designer and bridge engineer are presently unknown but this information may be on record with the Town of Milton.

Contextual Value: The Martin Street bridge is functionally, historically, and visually linked to its surroundings. However, this contextual relationship is not unique and is common to any rail underpass. This bridge does not define, maintain, or support the character of the area and it is not known to act as a landmark.

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 1 Chris Hadfield Way

Former Township or County: Esquesing Township

Municipality: Regional Municipality of Halton

Resource Type: Other—Train Station

Associated Dates: Late 19th century

Relationship to Project: Within Study Area

Description: Milton Train Station. One storey building with hip roof and asphalt shingles. Decorative wood work in gable peak. Wooden exterior. Signs for Milton on each elevation. Station moved to this location in 1970s.



**Evaluation of Cultural Heritage Value or Interest
According to O. Reg. 9/06:**

Design or Physical Value: The Milton Train Station is a one storey structure with a rectangular plan, hipped roof, and central gable with bay. The exterior cladding is board-and-batten siding and the central gable features decorative vergeboard and lattice work. Signs for 'MILTON' are located on each building elevation. This train station was constructed between the late 19th century and early 20th century. This train station is unique one of the remaining, original training stations in Milton and features a high degree of craftsmanship due to the decorative architectural elements on the building exterior. It does not display a high degree of technical or scientific achievement.

Historical or Associative Value: The Milton Train station has a direct historical association with the Hamilton and Northwestern Railway, which was constructed through the Town of Milton in the late 19th century. The train station was moved to its present location in the 1970s, but the building itself yields information that contributes to an understating of the historical development of the Town of Milton and the 19th century importance of rail transportation in the settlement of the Township of Esquesing. The original designer of the train station is unknown.

Contextual Value: The Milton Train station is important in maintaining the 19th century rail and rural history of the Town of Milton. In general, the surrounding area changed dramatically in the mid- to late- 20th century when the area was opened as a business park. As a result, the Milton Train station is an important reminder of the rural/agricultural roots of the area. This structure is historically linked to its surroundings but its physical and function ties have been lost since it is no longer directly related to a rail line. Set in a park and not visible from the roadway, this structure likely does not act as a landmark to the local community.

Identified Heritage Attributes: One storey, hip roof, gable peak, decorative wood work, wooden exterior, Milton signs.

Identification of CHVI: Yes

Heritage Resource/Landscape Number: CHR 2

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 388 Martin Street

Former Township or County: Trafalgar Township

Municipality: Regional Municipality of Halton

Resource Type: Residence

Associated Dates: 1960-1964

Relationship to Project: Adjacent to Study Area

Description: One storey residence with medium pitched gable on hip roof and modern asphalt shingles. Brick chimney. Modern windows and siding.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 248 Steeles Avenue E

Former Township or County: Trafalgar Township

Municipality: Regional Municipality of Halton

Resource Type: Residence

Associated Dates: 1960-1964

Relationship to Project: Within Study Area

Description: One storey, high pitched cross gable roof with asphalt shingles. Brick chimney, modern siding and windows. Concrete porch. Concrete foundation.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes:

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 203 Steeles Ave E

Former Township or County: Esquesing Township

Municipality: Regional Municipality of Halton

Resource Type: Civic Building

Associated Dates: 1964-1980s?

Relationship to Project: Within Study Area

Description: One storey medium building. Medium pitched side gable roof with asphalt shingles. Modern siding and modern windows. Concrete foundation.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None identified

Historical or Associative Value: None identified

Contextual Value: None identified

Identified Heritage Attributes:

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 661 Regional Road 25

Former Township or County: Esqueping Township

Municipality: Regional Municipality of Halton

Resource Type: Civic Building

Associated Dates: 1974

Relationship to Project: Within Study Area

Description: Maplehurst Correctional Complex and Vanier Centre for Women. Various concrete structures, surrounded by barbed wire and fields, including baseball field. Landscaped grounds with ornamental trees and shrubs.



**Evaluation of Cultural Heritage Value or Interest
According to O. Reg. 9/06:**

Design or Physical Value: The Maplehurst Correctional Complex was constructed in 1974. At the time of its construction, it was considered a 'state-of-the-art' facility and used a pod design to house inmates. It is one of the first "super jails" constructed in Ontario. The Maplehurst Correctional Complex is an innovative facility and may display a high degree of design in the layout of the facility. It is not known to display a high degree of scientific or technical achievement.

Historical or Associative Value: The Maplehurst Correctional Complex is associated with the history of correctional facilities in Ontario. It was constructed in 1974 to replace several older facilities, including the Milton Jail, Halton County Jail, and the Mimico Correctional Centre. A riot and prisoner escape occurred at the facility in 1979. This property has the potential to yield information that contributes to an understanding of correctional facilities in Ontario.

Contextual Value: The Maplehurst Correctional Complex is physically, functionally, historically, and visually linked to its surroundings. The property is approximately 45 hectares in size and the entire site is landscaped and arranged to serve the needs of the facility, including circulation routes, work areas, recreational areas, and site security. It likely does not act as a landmark due to its deep setback from Martin Street.

Identified Heritage Attributes: Buildings, pod-style design, landscape arrangement including circulation routes, work areas, recreational areas, and site security.

Identification of CHVI: Yes

Heritage Resource/Landscape Number: CHR 3

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 8724 Regional Road 25

Former Township or County: Esquesing Township

Municipality: Regional Municipality of Halton

Resource Type: Commercial Building

Associated Dates: 1960s-1970s

Relationship to Project: Within Study Area

Description: Two storey commercial building. Flat roof. Modern siding and windows. Pediment centre entrance, symmetrical exterior and modern one storey addition.



**Evaluation of Cultural Heritage Value or Interest
According to O. Reg. 9/06:**

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 8584 Regional Road 25

Former Township or County: Esquesing Township

Municipality: Regional Municipality of Halton

Resource Type: Residence

Associated Dates: 1960-1964

Relationship to Project: Within Study Area

Description: One store medium pitched roof with front gable. Asphalt shingles and brick chimney. Clad in red brick and faux stone. Modern windows, concrete window sills and partial entrance porch. Asymmetrical exterior. Attached one car garage, concrete foundation. Basement.



**Evaluation of Cultural Heritage Value or Interest
According to O. Reg. 9/06:**

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 8598 Regional Road 25

Former Township or County: Trafalgar Township

Municipality: Regional Municipality of Halton

Resource Type: Residence

Associated Dates: 1960-1964

Relationship to Project: Within Study Area

Description: One storey residence. Medium pitched side gable roof clad in modern asphalt shingles. Clad in brick and faux stone. Brick chimney. Asymmetrical exterior. Attached one car garage. Concrete foundation with basement.



Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 8604 Regional Road 25

Former Township or County: Esquesing Township

Municipality: Regional Municipality of Halton

Resource Type: Residence

Associated Dates: 1960-1964

Relationship to Project: Within Study Area

Description: One storey residence. Medium pitched hip roof. Asphalt roof shingles. Clad in brick. Asymmetrical exterior. Partial porch. Garage converted into part of residence. Concrete foundation.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



Municipal Address: 8470A Regional Road 25

Former Township or County: Trafalgar Township

Municipality: Regional Municipality of Halton

Resource Type: Residence

Associated Dates: 1950s-1960s

Relationship to Project: Within Study Area

Description: Residence: One storey residence with medium pitched side gable roof. Large brick chimney. Horizontal wood siding. Modern windows and concrete block foundation.



Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



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CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: 8470B Regional Road 25

Former Township or County: Esquesing Township

Municipality: Regional Municipality of Halton

Resource Type: Commercial Building

Associated Dates: 1950s-1960s

Relationship to Project: Within Study Area

Description: One storey garage. Side gable roof with asphalt shingles. Front gable roof addition. Modern siding and windows. Has a sign for "McKeown Collision"

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017



Client/Project:
Regional Municipality of Halton
Regional Road 25 Transportation Corridor Improvements from
5 Side Road to Steeles Avenue

August 2017
Project Number:
165010586

Appendix

A

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Title

CULTURAL HERITAGE RESOURCE/LANDSCAPE RECORD FORM

Municipal Address: Intersection of Chisholm and RR25

Former Township or County: Trafalgar Township

Municipality: Regional Municipality of Halton

Resource Type: Culvert

Associated Dates: Post-1964

Relationship to Project: Within Study Area

Description: Culvert. Concrete abutments. Flex beam guard rail. Unnamed shallow stream flows through culvert.

Evaluation of Cultural Heritage Value or Interest According to O. Reg. 9/06:

Design or Physical Value: None Identified

Historical or Associative Value: None Identified

Contextual Value: None Identified

Identified Heritage Attributes: N/A

Identification of CHVI: No

Heritage Resource/Landscape Number: N/A

Completed by (name): Frank Smith

Date Completed: August 8, 2017

