



**Cultural Heritage Property
Maintenance and Reuse Plan:
5193 Tremaine Road, Milton,
Ontario**

FINAL REPORT

October 15, 2021

File: 160960844

Prepared for:

Canadian National Railway Company
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**CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN:
5193 TREMAINE ROAD, MILTON, ONTARIO**

Executive Summary

In response to *Canadian Environmental Assessment Act* (CEAA) Conditions 11.1 and 11.5 of the Decision Statement issued by the Minister of the Environment on January 27, 2021, Stantec Consulting Ltd. was retained by Canadian National Railway Company (CN) to prepare Cultural Heritage Property Maintenance and Reuse Plans for properties containing a cultural heritage resource (CHR) anticipated to be vacated as part of CN's proposed Milton Logistics Hub (the Project). This Cultural Heritage Property Maintenance and Reuse Plan (the Plan) was prepared for the property at 5193 Tremaine Road, Milton, Ontario.

The Plan includes details about how the property is to be secured, inspected, and maintained throughout the duration of the Project. The Plan includes an evaluation of cultural heritage value or interest in accordance with *Ontario Regulation 9/06* (Government of Ontario 2006) to clearly identify the cultural heritage value or interest of the property and its heritage attributes, in order to focus on recommendations relating to securing, repairing, and maintaining heritage attributes of the property. It is anticipated that this report will be made public so that communities and interested parties may prepare proposals for adaptive reuse of the properties in the future, following completion of the Project.

The Plan is to be revisited three years after operations of the Project have commenced and if a feasible adaptive reuse plan has not been identified, a Heritage Impact Assessment will be completed in consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and the Town of Milton to determine the future of the properties, specifically, continued mothballing, relocation, or demolition with appropriate mitigation. The Plan is to be reviewed every five years, at minimum, upon completion of the Project to determine if any amendments or revisions to the Plan are required.

For the property at 5193 Tremaine Road, the property appears to be in overall good condition and will be occupied over the next three years. To satisfy conditions of the Decision Statement issued by the Minister of the Environment, CN has committed to the following actions to conserve the heritage value of the property:

- Address interior plumbing leaks to avoid interior water damage
- Secure basement metal support posts on poured concrete footings
- Replace roof shingles throughout

These actions are to be undertaken in the short-term (within one year) to address the issues identified.

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



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**CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN:
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Project Personnel

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See Appendix A for further information on Project Personnel.



CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN: 5193 TREMAINE ROAD, MILTON, ONTARIO

Introduction
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1.0 INTRODUCTION

1.1 STUDY PURPOSE

In response to *Canadian Environmental Assessment Act* (CEAA) Conditions 11.1 and 11.5 of the Decision Statement issued by the Minister of the Environment on January 27, 2021, Stantec Consulting Ltd. (Stantec) was retained by Canadian National Railway Company (CN) to prepare Cultural Heritage Property Maintenance and Reuse Plans for properties containing a cultural heritage resource (CHR) anticipated to be vacated as part of CN's proposed Milton Logistics Hub (the Project). This Cultural Heritage Property Maintenance and Reuse Plan (the Plan) was prepared for the property at 5193 Tremaine Road, Milton, Ontario (Figure 1).

The Plan includes details about how the property is to be secured, inspected, and maintained throughout the duration of the Project. The Plan includes an evaluation of cultural heritage value or interest (CHVI) in accordance with *Ontario Regulation (O. Reg.) 9/06* (Government of Ontario 2006) to clearly identify the CHVI of the property and its heritage attributes, in order to focus on recommendations relating to protecting, repairing, and maintaining heritage attributes of the property in advance of the determination of a future use for the property. It is anticipated that this report will be made public so that communities and interested parties may prepare proposals for adaptive reuse of the property in the future, following completion of the Project.

The Plan is to be revisited three years after operations have commenced, and if a feasible adaptive reuse plan has not been identified at that time, a Heritage Impact Assessment (HIA) will be completed in consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) and the Town of Milton to determine the future of the property, specifically, continued mothballing, relocation, or demolition with appropriate mitigation. MHSTCI and the Town of Milton will have the opportunity to review the terms of reference for the HIA and the subsequent HIA before it is finalized. The Plan is to be reviewed every five years, at minimum, upon completion of the Project to determine if any amendments or revisions to the Plan are required.

1.2 METHODOLOGY

1.2.1 Cultural Heritage Maintenance and Reuse

The preparation of the Plan was guided by the United States National Park Service Preservation Brief 31, *Mothballing Historic Properties* (Park 1993), Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010), and *Well Preserved: The Ontario Heritage Foundation's Manual of Principles and Practice for Architectural Conservation* (Fram 1998).



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1.2.2 Field Program

A site assessment was undertaken on August 20, 2020 by Lashia Jones, Cultural Heritage Specialist, and Roger Langlois, Building Condition Specialist, both with Stantec. The weather conditions at the time of assessment were sunny and warm. The site visit consisted of a visual inspection of the residence at 5193 Tremaine Road, including the residence interior and immediately surrounding landscape.

1.2.3 Evaluation of Cultural Heritage Value or Interest

In the absence of federal evaluation criteria, the criteria for determining CHVI were taken from O. Reg. 9/06 (Government of Ontario 2006). To identify CHVI of a property, at least one of the following criteria must be met:

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

(Government of Ontario 2006)



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Revised: 2021-01-26 By: dharvey



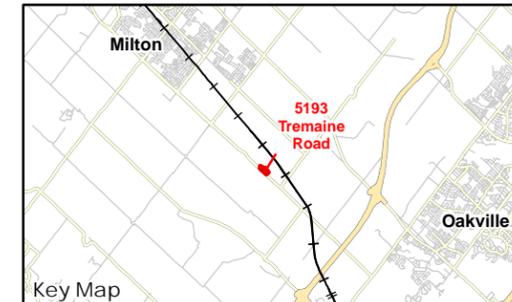
January 2021
160960844



- Legend**
- Property Boundary
 - CN-Owned Property

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, 2015. Site layout: July 10, 2015.
3. Orthoimagery © First Base Solutions, 2020. Imagery taken in 2019.



Client/Project
Canadian National Railway
Milton Logistics Hub
Cultural Heritage Property Maintenance and Re-use Plan:
5193 Tremaine Road

Figure No.
1

Title
Location of the Property

CULTURAL HERITAGE PROPERTY MAINTENANCE AND REUSE PLAN: 5193 TREMAINE ROAD, MILTON, ONTARIO

Historical Context
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2.0 HISTORICAL CONTEXT

2.1 INTRODUCTION

The property at 5193 Tremaine Road is located between Lower Base Line and Britannia Road West, in the Town of Milton, part of the Regional Municipality of Halton, Ontario. Historically, the property is located in the former Township of Trafalgar, on part of Lot 2, Concession 1. The following sections outline the historical development of the property from the period of Euro-Canadian settlement to the present-day.

2.2 PHYSIOGRAPHY

The property is located within the Peel Plain physiographic region (Chapman and Putnam 1984:174-176). This physiographic region is defined as:

...a level-to-undulating tract of clay soils (Photo 70) covering 300 square miles across the central portions of the Regional Municipalities of York, Peel, and Halton. The general elevation is from 500 to 750 feet a.s.l. and there is a gradual and fairly uniform slope toward Lake Ontario. Across this plain the Credit, Humber, Don, and Rouge Rivers have cut deep valleys, as have other streams such as the Bronte, Oakville, and Etobicoke Creeks.

(Chapman and Putnam 1984:174)

2.3 TOWNSHIP OF TRAFALGAR

2.3.1 Survey and Settlement

The Township of Trafalgar was surveyed in two parts. The first survey was completed in 1806 by Samuel Wilmot following the purchase of land near Lake Ontario from the Mississaugas in 1805. This part of the township, referred to as the Old Survey, was surveyed in the single front system. Prior to the first survey, as early as the 1790s, Euro-Canadian squatters were noted in the township (Case 1970). The township was named Trafalgar in honour of the Battle of Trafalgar, a naval campaign of the Napoleonic Wars which took place on October 21, 1805 when the Royal Navy battled a combined fleet of French and Spanish ships. The battle resulted in a widely celebrated British victory under the leadership of Vice-Admiral Horatio Nelson, who was mortally wounded in battle. The Township of Trafalgar and the adjacent Township of Nelson were named in honour of the victory (Gardiner 1899:243-244). The remainder of the township was purchased from the Mississauga in 1819 and surveyed in the double front system (Plate 1). Land surveyed using the double front system divided lots into 200-acre parcels with allowances for roads located in front of each concession and every fifth or sixth lot (Weaver 1968). The property is located within the portion of the township surveyed in the double front system (Case 1970).



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Plate 1: The double-front survey system (Dean 1969)

The Township of Trafalgar was rapidly settled, and by 1817 had a population of 448 (Case 1970). By 1817, there were four taverns, one grist mill, four sawmills, and three schools, although there were no doctors and no stores (Case 1970). European settlement was the result of favourable positioning near Dundas Street and Lake Ontario, as well as agriculturally fertile clay soils.

2.3.2 19th Century Development

The region became a noted wheat growing area which supplied the City of Toronto and exported grain to the United States from ports located in Oakville, Port Credit, and Whitby. By 1846, growth had accelerated so much so that there were seven grist mills and 23 sawmills within the Township of Trafalgar (McDonald 2011). Further information on the mid-19th century development of the township is contained within the Census of 1851, which was compiled and published in 1855, and from which the following information is derived. The total population of Trafalgar Township in 1851 was recorded as 6,782. This made the township the most populated in Halton County and it contained the highest proportion of people born in Canada, indicating the township had passed the pioneer period of settlement (Census of Canada 1853). The Census of 1851 lists 728 occupiers of land in the township. Of those 728, 93 resided on properties under 10 acres in size, 15 resided on 10 to 20 acres, 141 resided on 20 to 50 acres, 310 resided on 50 to 100 acres, 154 resided on 100 to 200 acres, and 15 resided on 200 acres or more. The township contained a total of 66,732 acres of occupied land, of which 23,550 acres were under crops, 15,627 acres were under pasture, 619 acres were gardens, and 26,936 acres remained wooded or undeveloped. The important role of wheat cultivation in Trafalgar Township was evident as 6,930 acres of land were used to grow wheat. Other significant crops grown in the township included peas and oats (Census of Canada 1855).



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In the mid-to-late 19th century, wheat farming shifted to mixed crop and livestock farming with the City of Toronto continuing to be the primary market. A number of orchards, small fruit, vegetable, and poultry farms were also established at this time (Chapman and Putnam 1984). As transportation methods and routes were improved, the area became a part of the Toronto milk shed. The growth of farms was related to the sophistication of transportation networks in and around Trafalgar Township and the abundance of market facilities. As the demand for goods in Toronto and the United States increased, so too did the size and scale of transportation networks throughout the Trafalgar Township and, more broadly, Halton County. By 1881, the Grand Trunk, Great Western, Hamilton and North-Western, and Credit Valley Railway intersected Halton County servicing large market facilities in Milton, Oakville, Georgetown, Guelph, Hamilton, and Toronto (Ontario Agricultural Commission (OAC) 1881:179). The population of Trafalgar Township in 1881 was 4,382 (Dominion Bureau of Statistics 1953).

Several hamlets and larger communities developed in Trafalgar Township during the 19th century. The closest hamlet to the property was Ash. Ash developed south of the property around the railway tracks and Ash Railway Station. Ash grew to contain a school and post office by the early 20th century (Halton Images n.d.; Department of Defence 1909). Other hamlets in the township included Palermo, Boyne, Munn's Corner, Trafalgar, Sheridan, Omach, Rumquin, Hornby, and Auburn (Pope 1877). Larger settlements included Bronte, incorporated as a village in 1834, and Milton and Oakville, both incorporated as towns in 1857 (Oakville Images 2013; Milton Historical Society n.d.; Oakville Historical Society n.d.).

2.3.3 20th Century Development

At the start of the 20th century, the population of Trafalgar Township had declined to 3,694; the lowest it would reach between confederation and the present-day. The nearby towns of Oakville and Milton also recorded smaller populations (Dominion Bureau of Statistics 1953). The contraction of population in the township was part of a broader trend of urbanization in the late 19th and early 20th centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Sampson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario (Drummond 1987:30).

However, the downward trend in population in Trafalgar Township and Halton County would be reversed with the widespread adoption of the automobile in the early 20th century. In response to a continued increase of vehicular traffic between Toronto, Hamilton, and Niagara, the paving of Lakeshore Road between Toronto and Hamilton was initiated. Lakeshore Road, located approximately 12.5 kilometres southeast of the property, was an important roadway which connected the cities of the Golden Horseshoe. The paving was completed in 1915 (Buxton 2002). Used as a major thoroughfare for industry and tourists alike, Lakeshore Road was soon at capacity. In 1921, the population of Trafalgar Township had increased to 4,225 (Dominion Bureau of Statistics 1953).



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By the 1930s, traffic volume on roads between Toronto and Hamilton had increased to the extent that a new limited access highway was required. Between 1932 and 1937 a limited access highway with Canada's first highway interchanges was built between Toronto and Niagara Falls. The highway was constructed partially through Trafalgar Township between Concession 2 and 3 South of Dundas Street. In 1939, the road was renamed the Queen Elizabeth Way (Bevers 2020).

The opening of the Queen Elizabeth Way facilitated commutes between the communities of Halton County and Toronto, leading to it becoming a bedroom community (Buxton 2002). Between 1941 and 1951, the population of the Township of Trafalgar increased from 4,585 to 8,118, the Town of Milton increased from 1,964 to 2,451 and the Town of Oakville increased from 4,115 to 6,910 (Dominion Bureau of Statistics 1953).

In 1962, the Town of Oakville annexed the entirety of the Township of Trafalgar. However, most of the land in the newly expanded Town of Oakville remained rural north of the Queen Elizabeth Way (Williams 2011). In 1974, Halton County was replaced with the Regional Municipality of Halton. When the Regional Municipality of Halton was created, the borders of the Town of Oakville were reduced to the south. The property at 5193 Tremaine Road and other portions of the former Township of Trafalgar were transferred to the newly enlarged Town of Milton (Town of Oakville n.d.). In 2000, the population of Milton began a rapid period of expansion after a pipeline to bring fresh water from Lake Ontario was completed. Milton's population increased from 33,000 in 1999 to 84,000 in 2012 (Friesen 2012).

2.4 PROPERTY HISTORY

Lot 2, Concession 1 was granted by the Crown to John Wilson (also spelled Willson) in January 1841. In 1850, John Wilson sold the west half, containing the property, to Thomas Wilson and in 1852 the east half was divided into 50-acre parcels for James, John, William, and Matthew Wilson (ONLand 2020). The Census of 1851 lists John Wilson as a 65-year-old farmer born in Ireland. He lived with his son John, age 25; son, William, age 18; son, Matthew, age 16; daughter, Margaret, age 20; and John Daugherty, age 9. The Census of 1851 lists Thomas Wilson as a 26-year-old farmer born in Canada. He lived with his wife Maria, age 22; son Thomas, age 1; servant Margaret O'Neal, age 19; and servant Jon Simmermen, age 12 (Library and Archives Canada 1851).

Historical mapping from 1858 depicts the west half of the lot as owned by Thomas Wilson and the east half owned mostly by Matthew Wilson, except a small section in the north owned by Thomas (Figure 2). The Census of 1861 (Library and Archives Canada 1861) lists Thomas Wilson as a 35-year-old farmer. He lived with his wife Maria, age 31; son John, age 10; daughter Mary, age 8; son Joseph, age 6; and daughter Margaret, age 2. The agricultural section of the Census of 1861 shows that Thomas resided on part of Lot 2, Concession 1 and owned 120 acres of land. Of that 120 acres, 80 acres were under cultivation, including 54 $\frac{3}{4}$ acres under crops, 25 $\frac{1}{4}$ acres under pasture, and the remainder being wooded. Thomas Wilson grew wheat, peas, potatoes, oats, and hay on his farm. His farm was valued at \$5,000, an amount comparable to neighbouring farms in the township (Library and Archives Canada 1861).



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In 1876, Thomas Wilson sold about 3.5 acres of land to the Hamilton and North Western Railway Company (ONLand 2020). Historical mapping from 1877 shows the west half and about one quarter of the east half of Lot 2, Concession 1 owned by Thomas Wilson. The map depicts the railway, a creek, and a structure and orchard just north of the creek (Figure 3).

In 1894, the will of Thomas Wilson passed the property to his wife Maria and his son, John, and in 1899 Maria deeded the property to John Wilson. In 1908, Wilson sold a seven-acre portion of the southwest half of the property to Margaret McMullen, the wife of Robert McMullen (ONLand 2020). This southwesterly seven acres corresponds partially with the borders of present-day 5193 Tremaine Road. Topographic mapping from 1909 shows a structure at present-day 5193 Tremaine Road (Figure 4). That same year, Margaret and Robert McMullen sold the seven acres to George E. Husband (ONLand 2020). The Census of 1911 lists George E. Husband as a 41-year-old fruit grower. He lived with his wife Annie, age 43; daughter Gladys, age 7; and Sarah Butts, age 79 (Library and Archives Canada 1911).

In 1914, Husband sold the seven acres to Robert Wiold who, the next year, sold it to Edith Eleanor Warry. In 1918, Warry sold the land to Henry Freeman. That same year, Freeman sold the land to Michael and Alexander Lepinsky. In 1920, Alexander granted his stake of ownership in the property to solely Michael (ONLand 2020).

In 1921, Michael and his wife sold the seven acres to Thomas Galbraith and Thomas M. Galbraith (ONLand 2020). The Census of 1921 lists a Thomas Galbraith in both Milton and Burlington. Thomas Galbraith of Burlington was a 27-year-old telegraphy operator. He lived with his wife Susie, age 27; and their son Bruce, age 10 (Library and Archives Canada 1921a). Thomas Gabraith of Milton was a 73-year-old living off income. He lived with his daughter Mary, age 24 (Library and Archives Canada 1921b). In 1942, Galbraith entered a joint tenancy of the seven acres with Ernest and Velma Gowland, who owned adjacent land in the lot (ONLand 2020). In 1944, the widowed Velma Gowland sold the seven acres to Frank and Catherine Gallagher who in 1946 ended their joint tenancy with James and Evelyn Galbraith by granted their interest in the lot to the Galbraiths. In 1969, James and Evelyn Galbraith sold the seven acres to George F. McDougall (ONLand 2020).



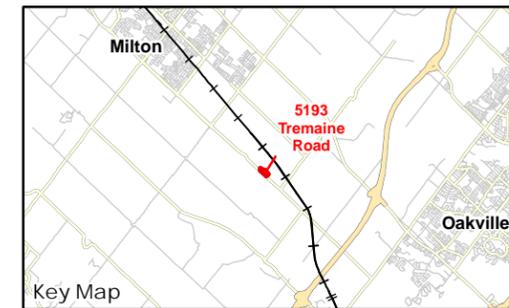


Legend
 Property Boundary

MAP NOT TO SCALE

Notes

1. Tremaine, George R. 1858. Tremaine's Map of the County of Halton, Canada West. Oakville: George R. Tremaine



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Figure No.
 2

Title
 Map of the County of Halton, 1858



Legend
 Property Boundary

MAP NOT TO SCALE

Notes

- 1. Pope, J.H. 1877. Illustrated Historical Atlas of the County of Halton, Ont. Toronto: Walker & Miles.

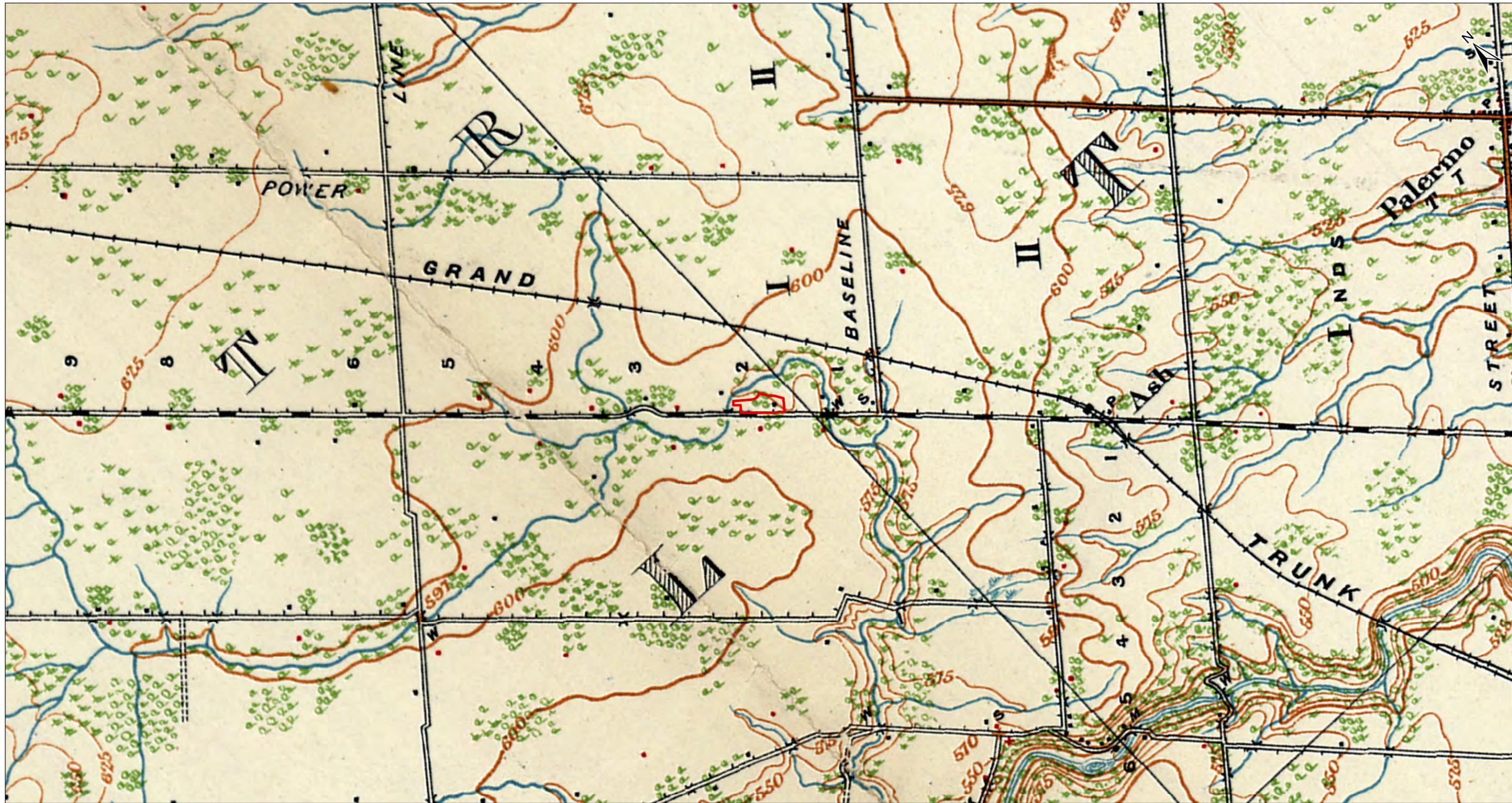


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Cultural Heritage Property Maintenance and Re-use Plan:
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Figure No.
3

Title
Map of the Township of
Trafalgar, 1877

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Revised: 2021-01-25 By: dharvey



January 2021
160960844



Legend
 Property Boundary

MAP NOT TO SCALE

Notes

1. Department of Militia and Defence. 1919. Topographic Map, Ontario, Hamilton Sheet.



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Figure No.
4

Title
Topographic Mapping, 1919

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Existing Conditions
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3.0 EXISTING CONDITIONS

3.1 LANDSCAPE SETTING

The property is located along Tremaine Road, a two-lane asphalt paved roadway. The property at 5193 Tremaine Road is accessed via a gravel driveway located off Tremaine Road. The property is set in a predominantly rural and agricultural landscape. The property contains a single residence, with contemporary outbuildings that were not included in this assessment.

3.2 RESIDENCE EXTERIOR

The residence at 5193 Tremaine Road is a one and one half storey structure with a cross gable roof. The roof is clad in asphalt shingles. The exterior of the residence is clad in modern vinyl siding. The front (southwest) façade features a bay window with 2/2 windows with wood frames, a covered front entrance, and a two over two wood frame window on the first storey, with a large window with a large four pane window and one small window on the upper storey (Plate 2). The front facing gable has bargeboard in the peak and the large window on the upper storey includes a decorative wood window surrounds and surround with a wooden sill (Plate 3). The front entrance has a rectangular transom window above the door and decorative wooden trim on the awning (Plate 4). The stone foundation can also be seen on this façade (Plate 5).

The southeast façade includes a side gable portion with three four pane windows, a shed roof portion with a second covered entrance, and a sunroom addition (Plate 6 and Plate 7). The side gable portion is one-and one-half stories with bargeboard along the roof peak and decorative wooden window surrounds. The shed roof portion is one storey with wooden brackets in the corners of the awning. The sunroom addition is also one storey with a side gable roof and this portion of the structure is set on a poured concrete foundation (Plate 8).

The southeast façade contains a gable roof addition. The southwest façade of this addition includes two horizontal sliding windows as well as a patio door and a door which both have small wooden decks (Plate 9). The southwest façade of the older portion of the residence includes bargeboard in the peak of the side gable, a brick chimney with different types of brick on the upper and lower portions, and two four pane windows, one on the first storey and one on the upper, both with decorative surrounds like those on the southeast façade. The addition's concrete block foundation and another brick chimney can be seen on the northwest façade (Plate 10 and Plate 11).



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Plate 2: Southwest façade, looking northeast



Plate 3: Bargeboard and decorative wooden window surround, southwest façade, looking north



Plate 4: Front entrance and covered porch with decorative trim, southwest façade, looking north



Plate 5: Stone foundation on southwest façade, looking northeast



Plate 6: Southeast façade, looking northwest



Plate 7: Gable roof sunroom addition, southeast façade, looking northwest



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Plate 8: Poured concrete foundation under sunroom addition, facing southwest



Plate 9: Southwest façade of gable roof addition attached to northwest side of residence, looking northeast



Plate 10: Gable addition, concrete block foundation and brick chimney on rear (northwest) façade, looking southwest



Plate 11: Northwest façade of gable roof addition, looking south

3.3 RESIDENCE INTERIOR

The interior of the residence contains an entrance hall with staircase, living room and dining room in the original part of the house, with a shed-roof addition that contains the kitchen, likely added in the 19th or early 20th century. A later 20th century addition to the rear of the house contains an additional living room, bedrooms, and a sunroom. The second storey contains the hallway, three bedrooms, and a bathroom. The basement is unfinished and contains storage area, furnace, and water heater.

3.4 OVERALL CONDITIONS SUMMARY

The intent of this section is to identify the overall condition of the property at 4393 Tremaine Road and to satisfy Condition 11.1 of the Decision Statement.



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The house overall appears to be in good condition. The house is clad in vinyl siding which is intact, and the chimney is in good repair. Much of the stone foundation is obscured by vegetation, but localized gaps in the mortar were visible on the southwest (front) façade. Based on the interior view of the basement, there appear to be some gaps in the mortar and around the windowsills that may be allowing water into the basement. The roof has lifting shingles in localized areas and is due for replacement (Plate 12).

On the northwest elevation, the downspout is draining directly to the foundation. There is settling evident in the corner of the northwest foundation of the addition, but cracks have been refilled (Plate 13). At the northwest window of the addition, there is evidence of water intrusion, with the possibility of water getting in behind the siding (Plate 14).

In the interior, there is evidence of plumbing leaks from the second storey bathroom, and evidence of water staining in the first-floor dining room ceiling and second-floor master bedroom ceiling (Plate 15). Some localized settlement cracks in the plaster are visible in the entrance hallway and 20th century addition (Plate 16). The interior windows in the living room have been caulked and there is some evidence of moisture around the window frames (Plate 17).

The basement shows evidence of water damage, and there are small visible gaps around the windows that may allow water through (Plate 18). The tenant of the property stated that there is water in the basement that needs to be pumped out in the spring which appears to enter the house following the path of the incoming wire conduit. In the basement, there appears to be some live sections of knob and tube wiring, connected to basement lights and the line to the freezer and upstairs dining room (Plate 19). A forced air duct rests on a knob and tube line (Plate 20). Several metal support posts have been installed in the basement, resting on concrete blocks (Plate 21).



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Plate 12: Localized areas of lifting shingles



Plate 13: Settling and refilled cracks in the addition's foundation



Plate 14: Northwest window with evidence of water intrusion



Plate 15: Water staining and cracking in second storey master bedroom



Plate 16: Localized plaster cracks in the entrance hallway



Plate 17: Interior living room windows with additional caulking and evidence of moisture



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Plate 18: Gaps around basement windows



Plate 19: Active Knob and Tube wiring feeding light



Plate 20: Knob and Tube wiring without protect from a forced air duct



Plate 21: Metal supports resting on concrete blocks



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Evaluation of Cultural Heritage Value or Interest Criteria
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4.0 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST CRITERIA

4.1 INTRODUCTION

In the absence of federal evaluation criteria, the criteria for determining CHVI is taken from by O. Reg. 9/06 (Government of Ontario 2006), see Section 1.2.3. If a property meets one or more of the criteria it is determined to contain, or represent, a cultural heritage resource. A summary statement of cultural heritage value will be prepared, and a list of heritage attributes which define the CHVI identified. The evaluation of the property at 4393 Tremaine Road is provided in subsequent sections below

4.2 EVALUATION OF CULTURAL HERITAGE VALUE OR INTEREST

4.2.1 Design or Physical Value

The residence at 5193 Tremaine Road is a representative example of a late-19th century vernacular residence with some Gothic Revival influence incorporated into the design. Based on census and land registry records, the residence was likely constructed between 1852 and 1861. The residence is a one and one half storey structure with a cross gable roof, stone foundation and L-shaped plan. Vernacular architecture draws on local needs, traditions, and materials rather than adhering to formal styles. The designs of these structures may be based on photographs, drawings, or other buildings in the vicinity, allowing select elements from formal designs to be blended with more regional characteristics (Heritage Manitoba n.d.). Gothic-inspired elements of this residence include the decorative bargeboard on the front gable, the bay window on the first storey, and the covered porch with decorative trim. There are two one storey side gable additions on the house, one on the northwest elevation and one on the south east elevation.

The residence at 5193 Tremaine Road has been modified by modern siding and modern additions. This has affected the historical integrity of the residence, but several elements indicative of its style remain. The vernacular style does not employ a high degree of craftsmanship or artistic merit nor does it demonstrate a high degree of technical or scientific achievement.

4.2.2 Historical or Associative Value

The property is historically associated with Thomas Wilson. Thomas was a farmer, born in Canada, who lived with his wife and four children. The 1861 Census confirms that they resided on part of Lot 2, Concession 1 and that Thomas maintained an 80-acre farm with crops, pasture, and wooded areas. Thomas sold about 3.5 acres of land to the Hamilton and North Western Railway Company in 1876 and historical maps from the following year depict railway tracks on the property. Research has not indicated that Thomas Wilson or his family were directly associated with a theme, event, belief, person, activity, organization, or institution significant to the community.



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The property does not provide evidence of notable or influential aspects of a particular culture or contribute in a meaningful way to a comparative analysis of similar properties. The property does not yield information that contribute to an understanding of a community or culture. The builder of the residence is unknown.

4.2.3 Contextual Value

The property is set within a rural context, outside the hamlet of Ash in Trafalgar Township. As described in Section 2.3.2, Trafalgar Township has a long-standing agricultural character. Therefore, the property maintains and supports the character of the surrounding area. Tremaine Road and the railway tracks on the property provide a tangible sign connecting the property to neighbouring ones and to the nearby train station and hamlet of Ash. The property remains linked to its surroundings. Thus, the property and residence at 5193 Tremaine Road is not considered a landmark.

4.2.4 Summary of Evaluation

Table 1 provides a summary of the findings of CHVI based on an evaluation of heritage criteria.

Table 1 Evaluation of 5193 Tremaine Road

Criteria of O. Reg. 9/06	Yes / No	Comments
Design or Physical Value		
Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	Yes	The residence is representative of vernacular Gothic Revival design popular during the latter half of the 19 th century.
Displays a high degree of craftsmanship or artistic merit	No	The residence was constructed with widely available materials and exhibit a level of craftsmanship standard at the time of construction.
Demonstrates a high degree of technical or scientific achievement	No	The residence does not demonstrate a high degree of technical or scientific achievement as they are standard structures.
Historical or Associative Value		
Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	No	No historical associations were identified for this property.
Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property does not yield information that contributes to an understanding of a community or culture.
Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect, builder, or designer of the residence is not known.



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Table 1 Evaluation of 5193 Tremaine Road

Criteria of O. Reg. 9/06	Yes / No	Comments
Contextual Value		
Is important in defining, maintaining, or supporting the character of an area	Yes	The popular design and date of construction of the residence support the rural character of the study area.
Is physically, functionally, visually, or historically linked to its surroundings	Yes	The location of the residence on the property in relation to the road and the surrounding agricultural fields physically and functionally links the structure to its surroundings. The outbuildings are modern and do not contribute to this visual context.
Is a landmark	No	The property is not considered a landmark.

4.3 CONCLUSION

In the absence of federal criteria, and based on the criteria of Ontario Regulation 9/06, the property at 5193 Tremaine Road meets three of the criteria and thus would be considered to have CHVI as a provincial heritage property of local significance.

4.4 DRAFT STATEMENT OF CULTURAL HERITAGE VALUE

4.4.1 Description of Property

The residence at 5193 Tremaine Road is located in the Town of Milton in the Halton Region of the Greater Toronto Area. The property is bound by Tremaine Road to the south, agricultural fields to the east, a creek and agricultural fields to the north, and another property with a garage to the west.

4.4.2 Cultural Heritage Value or Interest

The residence demonstrates CHVI as a representative example of late 19th century vernacular architecture with Gothic Revival influences. The residence is a one and one half storey structure with modern vinyl siding and a stone foundation. The house has design value as a representative example of late 19th century architecture, but the heavy modifications to the residence, including modern siding and structural additions, have diminished the historical integrity of the structure. The property retains contextual value, as it is still set within a rural context and remains physically and visually linked to the surrounding area, the railway and the nearby hamlet of Ash.

4.4.3 Heritage Attributes

- One and one half storey structure
- Cross gable roof
- Bargeboard trim in gables



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- Inset porches at the front (southwest) and side (southeast) entrances
- Wooden glazed entrance door with transom
- Wood frame 2/2 sash windows
- Decorative wood window surrounds and wooden trim on porch
- Stone foundation



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5.0 CONSERVATION MEASURES

5.1 SHORT-TERM CONSERVATION MEASURES

5.1.1 Introduction

The residence at 5193 Tremaine Road is currently inhabited and in generally good condition. Continued habitation is the best way to keep a structure maintained, monitored, and in good repair. The following preventative measures address issues noted at the time of the site visit and set a framework for the continued monitoring and maintenance of heritage attributes associated with the residence at 5193 Tremaine Road. Short-term measures should be implemented before construction on the Project begins.

5.1.2 Security

Security is not a concern for 5193 Tremaine Road, as habitation is the best form of security. If the house were to become vacant in the future, then steps should be taken to put security measures in place (see Section 5.2.7 for mothballing guidelines).

5.1.3 Stabilization

At the time of the site assessment, repairs recommended for the stabilization of the residence include improving the foundation of basement support posts. Existing basement support posts should be stationed on top of poured concrete footings rather than concrete block for longer term stability.

5.1.4 Repair and Replacement

There are minor repairs which can be made to the exterior of the residence to reduce further damage from developing. Wooden trim and windowsills on the exterior of the house are becoming weathered and experiencing localized rot. These may be repainted to reduce further damage.

There are some localized gaps in the foundation, particularly on the front (southwest) façade. These may be repaired and steps taken to direct potential sources of water away from the foundation. This is applicable to the northwest façade as well. Although the addition is not a heritage attribute, the downspout could be redirected away from the house to prevent water damage to the wider structure. There is evidence of water intrusion at the window on this façade and this may be further investigated to see if water has penetrated behind the siding and should be repaired to prevent additional water damage.

The roof shows signs of lifting shingles and given the water staining in the upstairs master bedroom, it would benefit from new roofing materials.



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Wooden window frames, trim, porch trim, and bargeboard trim may be painted to protect the wood from the elements. Wooden soffits and fascia may also be painted to protect and avoid water intrusion.

There is evidence of water in the basement and a damp foundation, and the tenant noted annual water intrusion in the basement in the spring. Given this is a recurring problem that may be related to spring runoff, measures to reduce the amount of water surrounding the house are recommended, including inspection of the gutters and downspouts to avoid overflows, and the installation of a French drain or basement waterproofing with sump pit and sump pump to redirect water away from the foundation.

The bathroom has a plumbing leak which should be addressed to avoid interior water damage.

There is evidence of moisture around the window frames of the bay window, despite caulking. Caulking may be replaced.

5.1.5 Servicing

The residence contains live sections of knob and tube wiring. Where required by provincial and municipal code, it must be replaced to provide a properly grounded device. With the high levels of moisture in the basement, ungrounded circuits pose a potential shock hazard. Kitchen receptacles must be split receptacles and may be replaced with ground-fault circuit interrupter (GFCI) receptacles or another option that complies with Bulletin 26-29-3 of the Ontario Building Code. There is a receptacle in the basement in need of a cover, and the freezer in the basement requires a dedicated circuit. The main electrical panel may be checked for capacity to accommodate kitchen receptacles and dedicated refrigerator and freezer receptacles, as it is currently at capacity. While these are not heritage attributes, risks of fire due to outdated wiring could be a risk for the house overall.

The oil tank in the basement is beginning to rust and may be cleaned and painted to control the rust. The Technical Standards and Safety Authority (TSSA) requires an inspection every 10 years and annual maintenance to maintain compliance and this recommended regimen should be followed.

5.1.6 Pest Control

Pest control is not a major concern at this time, given that the house is inhabited. Should a pest problem be identified or if the house becomes vacant, then appropriate measures for the implementation of pest control may be taken (see Section 5.2.7 for mothballing guidelines).



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5.2 MEDIUM AND LONG-TERM CONSERVATION MEASURES

5.2.1 Introduction

Medium and long-term conservation measures for the residence at 5193 Tremaine Road will largely build on maintaining the repairs implemented in the short-term stage and continued monitoring to prevent deterioration of heritage attributes. Medium and long-term measures should be implemented on an ongoing basis throughout the Project so that the integrity of the property is not at risk.

5.2.2 Security

So long as the house remains inhabited, security should not be a concern at 5193 Tremaine Road. If the house were to become vacant in the future, then steps may be taken to put security measures in place (see Section 5.2.7 for mothballing guidelines).

5.2.3 Pest Control

As with security, pest control is not considered a concern so long as the house is inhabited. Should a pest problem be identified or if the house becomes vacant, then appropriate measures for the implementation of pest control may be taken (see Section 5.2.7 for mothballing guidelines).

5.2.4 Ventilation

Given that the house is inhabited, ventilation is also not considered a concern at this time.

5.2.5 Maintenance

The occupants' current maintenance activities may be continued and any new problems that develop may be addressed in a timely manner.

5.2.6 Monitoring

Regular monitoring of the house is encouraged. Monitoring can also provide a review of the buildings' components to note if there are major sources of water or moisture, particularly following repairs, roofing, or stabilization. Monitoring activities may include the following:

- Regular Monitoring (Monthly)
 - Check property for any potential damage following a weather event
 - Check for any attempts of vandalism or entry into the property (damaged windows and doors, graffiti, etc.)



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- Seasonal monitoring (once per spring and fall)
 - Pruning and trimming of foundation plantings and visual inspection of foundation for gaps or cracks
 - Gutter and downspout cleaning and checks
 - Assess for evidence of pests
- Annual monitoring (conducted only once per year, as part of either spring or fall monitoring)
 - Check roof for loose or missing shingles
 - Check painted trim for patching or repainting needs

So long as the residence remains inhabited and regular maintenance is occurring, monthly monitoring is not required for this property (see Section 5.2.7 for mothballing guidelines).

5.2.7 Mothballing

Should the property become vacant at some point in the future, the implementation of mothballing measures is recommended. Mothballing scope may include consideration of the following:

- Install security measures to prevent intrusion to the building, such as boarding up windows and doors using plywood to cover the openings.
- Provide minimal level of servicing, if possible. Minimal levels of servicing to heat the building or allow for air exchange in the summer are beneficial during the mothballing period, particularly if it is to be long-term. If services must be disconnected, ventilation as outlined below should be installed.
- Install ventilation measures in the structures to avoid condensation, mold, and mildew that can accelerate damage to buildings and make future use less feasible. Typically, one to four air exchanges per hour is considered a minimum for mothballed buildings. One or two air exchanges per hour is usually sufficient in winter, whereas twice that may be needed in the summer (Park 1993). Basement and attic grilles may be enough to provide one air exchange per hour in winter conditions, but louvred ventilation may be required on windows to allow for sufficient air exchange during summer months. According to the National Parks Service briefing on Mothballing, “[s]mall pre-formed louvers set into a plywood panel or small slit-type registers at the base of inset panels generally cannot provide enough ventilation in most moist climates to offset condensation, but this approach is certainly better than no louvers at all. Louvers should be located to give cross ventilation, interior doors should be fixed ajar at least 4" (10cm) to allow air to circulate, and hatches to the attic should be left open” (Park 1993). Louvred openings should be added to plywood window/door coverings to permit natural ventilation. This should account for approximately 150 square feet (sq. ft.) total of ventilation area. Louvres are to be equipped with wire mesh to control any wildlife (e.g., birds, small animals, etc.) from entering.
- Conduct regular monitoring. Monitoring provides a known presence on the site that can help deter break-ins and vandalism. Monitoring can also provide a review of the building’s components to note if there are major sources of water or moisture, particularly following repairs, roofing and stabilization, mold, or other sources of damage and deterioration.



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- Establish pest control measures. Ongoing pest control measures may be implemented during the mothballing phase. Monitoring should occur to note whether entrance points to the building have been created by pests. Interior pest control for smaller rodents, bats, and bugs may be undertaken to keep the building as clean as possible to deter damage from pests to the structural elements.



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Action Plan
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6.0 ACTION PLAN

6.1 SUMMARY OF CULTURAL HERITAGE MAINTENANCE AND REUSE CONSIDERATIONS

Through the reporting process, Stantec provided a range of conservation measures suitable for the short, medium, and long-term conservation of the structure based on the existing conditions outlined in Section 3.0. To satisfy conditions of the Decision Statement issued by the Minister of the Environment, CN has committed to the following actions to conserve the heritage value of the property:

- Address interior plumbing leaks to avoid interior water damage
- Secure basement metal support posts on poured concrete footings
- Replace roof shingles throughout

These actions are to be undertaken in the short-term (within one year) to address the issues identified.

6.2 SPECIAL QUALIFICATIONS

Regular maintenance of heritage buildings, such as painting, gentle exterior cleaning, and minor repairs, may be conducted by CN staff or tenants (where applicable). When repairs are required for masonry (i.e., repointing, cleaning, replacement) they should be conducted by a practitioner who is experienced with historical masonry or is a member of the Canadian Association of Heritage Professionals (CAHP). Similarly, where major structural or façade repairs are considered to rehabilitate, restore, or reconstruct vacant heritage buildings, proposed plans should be prepared or reviewed by a CAHP qualified heritage specialist or architect. When Heritage Impact Assessments are to be conducted, they should also be prepared by a CAHP professional with experience in preparing similar reports. CN staff should provide advice, review scopes of work, and confirm requirements for specific and appropriate qualified persons based on the nature of the project or study being undertaken.



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Adaptive Reuse Criteria
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7.0 ADAPTIVE REUSE CRITERIA

To meet Condition 11.5.3, this report includes an overview of the criteria by which adaptive reuse proposals for the property should be considered, if adaptive reuse is proposed.

The primary consideration for any adaptive reuse is one that avoids alteration or destruction of the heritage attributes identified in Section 4.4.3 of this report. Adaptive reuse plans that maintain and allow opportunities for repair or restoration of heritage attributes are preferred.

If adaptive reuse proposals cannot retain, repair, or restore original heritage attributes, sympathetic replacement should be considered as the next best option.

The following criteria have been adapted from the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010). to provide an overview of how adaptive reuse proposals should be assessed. A proposed adaptive reuse of these structures would:

- Conform with surrounding land uses; this could include respecting the rural nature of the area, utilizing the existing structures rather than new construction on the property, and if new construction is required, keeping it subordinate to but compatible with the existing structures.
- Preserve the cultural heritage value and heritage attributes of the existing structures, in line with the standards for Rehabilitation from the *Standards and Guidelines for the Conservation of Historic Places in Canada*.
- Preserve the heritage context of the use relative to surrounding areas.
- Avoid structural changes that would adversely affect the heritage attributes of the resource.
- Be economically viable to support the long-term adaptive reuse of the structure and retain its heritage attributes.
- Avoid conflicting or impacting supporting species at risk habitat for buildings that have been identified for supporting species at risk that adaptive reuse.

Adaptive reuse proposals are encouraged to meet as many of the applicable criteria as possible, with proposals that meet a higher number of criteria preferred over those that meet fewer. The owner of the property, CN, will make the determination as to whether adaptive reuse is economically viable for the site. If adaptive reuse is the selected approach, it will be overseen by a CAHP member in good standing and will be sent for review to all relevant regulatory bodies. In this case specifically, CN has determined that adaptive reuse during the length of the project is not viable for any of the CHRs on the project site. Future adaptive reuse of the building may require relocation to a new site.



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8.0 CLOSURE

This report has been prepared for the sole benefit of CN and may not be used by any third party without the express written consent of Stantec. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Yours truly,

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APPENDIX A

Project Personnel



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APPENDIX A PROJECT PERSONNEL

Meaghan Rivard, MA, CAHP: Meaghan Rivard is Stantec's Senior Heritage Consultant with over 12 years of experience in the identification, research, evaluation, and documentation of heritage resources as well as expertise in the environmental assessment process as it pertains to heritage resources. Ms. Rivard attained her Bachelor of Arts degree with honours and distinction in history from Brock University in St. Catharines, Ontario and her Master of Arts degree in history (public history stream) from Western University in London, Ontario. Ms. Rivard is a member of the Canadian Association of Heritage Professionals.

Ms. Rivard has experience managing and executing all aspects of Cultural Heritage Evaluation Reports, Heritage Impact Assessments, Photographic Documentations, and Heritage Conservation Plans. She has assessed more than 2,500 properties as part of windshield surveys and worked under various classed environmental assessments. In addition to environmental assessment related work, Meaghan continues to be actively involved in the assessment of individual properties. Here she utilizes knowledge in the identification, evaluation, and documentation of heritage resources alongside expertise in the assessment of proposed change and preparation of options to mitigate negative impacts on heritage resources. Meaghan is focused on regulatory satisfaction balanced with an admiration for the heritage of our province.

In addition to her role as task manager, Ms. Rivard has been the quality reviewer for cultural heritage reporting for this project, reviewing reporting for compliance with applicable municipal, provincial, and federal guidelines where applicable. Through her specialization in the Environmental Assessment process, over the past 12 years Meaghan has reviewed, authored, and contributed in various capacities to hundreds of cultural heritage reports under a wide variety of reporting requirements for municipal, provincial, and federal clients. Meaghan has completed work directly for Ontario's Ministry of Transportation, Hydro One Networks Inc., Metrolinx, Ontario Power Generation, and Infrastructure Ontario. She has also been listed as the lead heritage consultant on retainer assignments for the Ministry of Transportation and Infrastructure Ontario.

Lashia Jones, MA, CAHP: Lashia Jones is a Cultural Heritage Specialist and member of Stantec's Environmental Services Team, with experience in identifying, evaluating and planning for cultural heritage resources. Ms. Jones is a member of the Canadian Association of Heritage Professionals, and has a Master's Degree in Canadian Studies from Carleton University, specializing in Heritage Conservation. Ms. Jones has worked for both public and private sector clients, providing a variety of cultural heritage services including heritage impact assessments, cultural heritage evaluations, inventories of cultural heritage resources, heritage conservation districts, heritage master plans, conservation plans and cultural heritage bridge evaluations. Ms. Jones is well versed with local, provincial and national tools for the identification, evaluation and planning best practices for cultural heritage resources, including the *Ontario Heritage Act*, *Provincial Policy Statement*, *Planning Act*, *Environmental Assessment Act*, *Ontario Heritage Tool Kit*, *Standards and Guidelines for the Conservation of Provincial Heritage Properties*, and the



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Standards and Guidelines for the Conservation of Historic Places in Canada. Lashia's role on various project types has given her experience in public engagement and consultation, constructive dialogue with clients, heritage committees, local councils and multi-disciplinary project teams.

Frank Smith, MA: Frank Smith is a Cultural Heritage Specialist with over seven years of experience in detailed historical research, interpretation, and conservation of cultural heritage resources. Frank attained his Bachelor of Arts degree *magna cum laude* in history from Adelphi University in Garden City, New York and his Master of Arts degree in history (public history stream) from Western University in London, Ontario. Before joining Stantec, he was the Curator of the John P. Metras Sports Museum and Research Assistant for the Census of Canada 1891 project. Since joining Stantec, Frank has assisted in the completion of dozens of environmental assessment reports, including reports for Metrolinx, Canadian National Railways, and Canadian Pacific Railways. Frank has evaluated dozens of railway corridors and evaluated thousands of properties adjacent to railway corridors.

Christian Giansante, B.Eng.: Christian Giansante is a Cultural Heritage Consultant who has gathered significant experience working with federal heritage buildings across Canada through a variety of complex projects ranging from restoration to rehabilitation. Christian has regularly participated in design workshops for proposed projects at federal heritage buildings; conducted thorough reviews of proposed designs & provided recommendations for how to best implement the project into the historic building. Christian was also the liaison between his heritage conservation group and the FHBRO (Federal Heritage Buildings Review Office), departmental custodians and tenants, and various consultants engaged on projects. Internally, Christian has managed and created heritage guidance documents and technical conservation briefs for facilities management teams at heritage buildings; he has completed archival research on historic buildings including gathering historic photos, plans, specifications; and he has also created and managed an inventory of cultural properties. Christian appreciates taking the time to understand a place and its story to try and preserve its character while making it viable for contemporary use. Christian received his Bachelor of Engineering in Architectural Conservation and Sustainability from Carleton University. The program was based in civil engineering studies with additional focus placed on design, heritage conservation, adaptability and sustainable construction.

Tracie Carmichael, BA, B.Ed., is a Principal at Stantec and the managing leader for the Cultural and Social Sciences team based in Ontario. She has over 20 years of experience with Ontario archaeological and cultural heritage projects and has been responsible for the management and coordination of Stantec's Ontario Cultural and Social Sciences team for six years. She responsible for the oversight of archaeological and heritage projects across all sectors. She has managed and produced deliverables for such clients as Enbridge Pipelines Inc., Metrolinx, NextEra Energy Canada, ULC, Samsung Renewable Energy Inc., and Suncor Energy Inc. She has worked with key clients to meet regulatory requirements and maintained a relationship with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries which is responsible for overseeing the compliance of all archaeology and heritage consulting projects in Ontario. She also has extensive experience in the quality and independent review of deliverables for archaeological and heritage projects throughout Ontario for aggregate, community development, linear corridor, mining, renewable energy, and other sectors.



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Roger Langlois: Roger has first-hand experience working in environments where he's assigned and managed on-site staff to multi-sized projects in multiple locations while maintaining project budgets. Bringing significant experience in the day-to-day operations and mechanical/electrical design of facilities, he has led the coordination of design teams including process equipment selection, packaging line layouts, and complete facility upgrades. A subject matter expert (SME) in code compliance, Roger remains current on evolving process and equipment innovation. A process specialist for more than 40 years, Roger brings deep understanding on a variety of topics including hazardous operability studies (HAZOPs), hazardous area classifications, and risk assessments. He provides the necessary technical advice by conducting training programs across Stantec as well as at client locations. Roger is also a licensed interprovincial electrician and millwright.

